

Reg. S. R. R.

AMERICAN

RAILROAD JOURNAL.

Plans and Estimates given for IRON ROOFS to be erected in any part of the UNITED STATES

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, NOVEMBER 12, 1859.

Second Quarto Series, Vol. XV., No. 46.—Whole No. 1,230, Vol. XXXII.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,
No. 9 Spruce Street.

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FLOORING OF RAILWAY BRIDGES, ETC.

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SECOND QUARTO SERIES, VOL. XV., No. 46.]

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Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, November 12, 1859.

RAILROAD SHARE LIST.

We have prepared a full and elaborate *Share List* of American Railroads for the columns of the JOURNAL, embracing about 400 roads. It will contain such information as will enable our readers to form a pretty correct idea of the value and condition of each road. Accompanying it will be a *Bond List*, the whole covering six pages, for which provision will be made by adding eight pages to the reading matter of the JOURNAL. We give this week the third page for the purpose of sending the same to the several companies for verification of our figures, and the necessary additions thereto. Only a few reports contain all the information we desire to give. As soon as the corrections are completed, we shall publish the full list, with the necessary changes, from week to week.

Railroad Companies are respectfully solicited to return to us the additional copy of the JOURNAL sent to them, with our figures properly verified, and the blank spaces filled.

Cost of Transportation over the Erie Canal Route.

Nothing more strikingly illustrates the commercial progress of this country, than the steady reduction in cost of transportation over the Erie Canal, and the regular increase of the merchandise passing over it, coming from the Western States. Below we give tables from the late report of the Auditor of the Canal Department, illustrating those two points.

Charges on up freight, per ton, from Albany to Buffalo.

| Year. | Average per year. | Tolls deducted. | Leaving freight. |
|-----------|-------------------|-----------------|------------------|
| 1830..... | \$20 00 | \$10 22 | \$9 78 |
| 1831..... | 19 80 | 10 22 | 9 58 |
| 1832..... | 20 00 | 10 22 | 9 78 |
| 1833..... | 14 80 | 8 76 | 6 04 |
| 1834..... | 16 40 | 6 57 | 9 83 |
| 1835..... | 16 00 | 6 57 | 9 43 |
| 1836..... | 21 00 | 6 57 | 14 43 |
| 1837..... | 18 60 | 6 57 | 12 03 |
| 1838..... | 17 80 | 6 57 | 11 23 |
| 1839..... | 17 80 | 6 57 | 11 23 |
| 1840..... | 16 60 | 6 57 | 10 03 |
| 1841..... | 12 20 | 6 57 | 5 63 |
| 1842..... | 13 20 | 6 57 | 6 63 |
| 1843..... | 11 20 | 6 57 | 4 63 |
| 1844..... | 13 00 | 6 57 | 6 43 |
| 1845..... | 9 60 | 6 57 | 3 03 |
| 1846..... | 8 90 | 4 80 | 3 20 |
| 1847..... | 7 80 | 4 80 | 3 00 |
| 1848..... | 7 80 | 4 80 | 3 00 |
| 1849..... | 7 80 | 4 80 | 3 00 |
| 1850..... | 7 20 | 4 80 | 2 40 |
| 1851..... | 6 20 | 4 40 | 1 80 |
| 1852..... | 5 20 | 2 92 | 2 28 |
| 1853..... | 5 60 | 2 92 | 2 68 |
| 1854..... | 5 00 | 2 92 | 2 08 |
| 1855..... | 5 00 | 2 92 | 2 08 |
| 1856..... | 5 40 | 2 92 | 2 48 |
| 1857..... | 4 80 | 2 92 | 1 88 |
| 1858..... | 2 80 | 1 46 | 1 34 |

Total, 29 years... 336 60
Aver. for 29 y's... 11 61

| Average from to | | |
|-----------------------|---------|--------|
| 1830-1834, incl. 5 y. | \$18 20 | \$9 20 |
| 1835-1839, do. | 18 24 | 8 57 |
| 1840-1844, do. | 13 24 | 6 57 |
| 1845-1849, do. | 8 20 | 5 15 |
| 1850-1854, do. | 5 84 | 3 69 |
| 1855-1858, 4 years, | 4 60 | 2 55 |

Down-freight, per ton, from Buffalo to Albany.

| Year. | Average for year. | Tolls deducted. | Leaving freight. |
|-----------|-------------------|-----------------|------------------|
| 1830..... | \$9 07 | \$5 11 | \$3 96 |
| 1831..... | 8 89 | 5 11 | 3 78 |
| 1832..... | 9 26 | 5 11 | 4 15 |
| 1833..... | 8 15 | 3 65 | 4 50 |
| 1834..... | 7 68 | 3 28 | 4 40 |
| 1835..... | 6 29 | 3 28 | 3 01 |
| 1836..... | 7 13 | 3 28 | 3 85 |
| 1837..... | 7 50 | 3 28 | 4 22 |
| 1838..... | 6 76 | 3 28 | 3 48 |
| 1839..... | 6 94 | 3 28 | 3 66 |
| 1840..... | 7 50 | 3 28 | 4 22 |
| 1841..... | 6 57 | 3 28 | 3 29 |
| 1842..... | 6 02 | 3 28 | 2 74 |
| 1843..... | 5 56 | 3 28 | 2 28 |
| 1844..... | 5 56 | 3 28 | 2 28 |
| 1845..... | 6 57 | 3 28 | 3 29 |
| 1846..... | 5 92 | 2 92 | 3 00 |
| 1847..... | 7 13 | 2 92 | 4 21 |
| 1848..... | 5 37 | 2 92 | 2 45 |
| 1849..... | 5 18 | 2 92 | 2 26 |
| 1850..... | 5 48 | 2 92 | 2 56 |
| 1851..... | 4 71 | 2 19 | 2 52 |
| 1852..... | 4 90 | 2 19 | 2 71 |
| 1853..... | 5 18 | 2 19 | 2 99 |
| 1854..... | 4 81 | 2 19 | 2 62 |
| 1855..... | 4 81 | 2 19 | 1 62 |
| 1856..... | 5 66 | 2 19 | 3 47 |
| 1857..... | 4 26 | 2 19 | 2 07 |
| 1858..... | 3 14 | 1 46 | 1 68 |

Total, 29 years... \$181 90
Yearly Av. 29 y's 6 27

| Average from to | | |
|-----------------------|--------|--------|
| 1830-1834, incl. 5 y. | \$8 61 | \$4 45 |
| 1835-1839, do. | 6 92 | 3 28 |
| 1840-1844, do. | 6 24 | 2 96 |
| 1845-1849, do. | 6 03 | 2 99 |
| 1850-1854, do. | 5 02 | 2 34 |
| 1855-1858, incl. 4 y. | 4 44 | 2 01 |

When the Erie Canal was opened, and for some years thereafter, it enjoyed to a great degree the monopoly of the commerce between tide-water and the interior. But rival works in time followed, enforcing a gradual reduction of rates. Such a reduction was facilitated by improvements in the canal, and by other economies effected a transportation. The reduction on western bound freight has been from \$20 to \$2 80; and on eastern, from \$9 07 to \$3 14 per ton, for the whole distance between Buffalo and Albany. The rate of reduction

in one case has been 86 per cent., and in the other 66.

For the past year, the total cost of transportation on the canal was 8 mills per ton per mile. Assuming that the charges on the lines of improvement connected with it are at a similar rate, the reduction of 8 mills a ton from Buffalo to Albany enlarges the area or circuit from which the canal draws its trade one mile. Assuming this circuit to have a radius of 750 miles, the reduction of 8 mills per ton on the canal, adds two thousand square miles to the area it influences. This view is fully confirmed by the steady increase of freight from Western States passing over the whole length of the canal. This increase from 1836, a period of 23 years, has been as follows:

| Year. | From west'n States. Tons. | From this State. Tons. | Total tons. |
|------------|------------------------------|---------------------------|-------------|
| 1836. | 54,219 | 364,906 | 419,125 |
| 1837. | 56,255 | 331,251 | 387,506 |
| 1838. | 83,233 | 336,016 | 419,249 |
| 1839. | 121,071 | 264,596 | 386,267 |
| 1840. | 158,148 | 309,167 | 467,315 |
| 1841. | 224,176 | 308,344 | 532,520 |
| 1842. | 221,477 | 258,672 | 480,149 |
| 1843. | 256,376 | 378,969 | 635,345 |
| 1844. | 308,025 | 491,791 | 799,816 |
| 1845. | 304,551 | 655,039 | 959,590 |
| 1846. | 506,830 | 600,662 | 1,107,270 |
| 1847. | 812,840 | 618,412 | 1,431,252 |
| 1848. | 650,154 | 534,183 | 1,184,337 |
| 1849. | 768,659 | 498,068 | 1,266,724 |
| 1850. | 773,858 | 598,001 | 1,371,859 |
| 1851. | 968,993 | 541,684 | 1,508,677 |
| 1852. | 1,151,978 | 492,721 | 1,644,699 |
| 1853. | 1,213,690 | 637,748 | 1,851,438 |
| 1854. | 1,100,516 | 602,167 | 1,702,683 |
| 1855. | 1,092,876 | 327,839 | 1,420,715 |
| 1856. | 1,212,550 | 374,580 | 1,587,130 |
| 1857. | 919,998 | 197,201 | 1,117,199 |
| 1858. | 1,273,099 | 223,588 | 1,496,687 |
| Totals. . | 14,232,182 | 9,945,606 | 24,177,788 |

From Western States the rate of increase of Eastern bound freight has been very nearly 2,400 per cent., while at the same time there has been a falling off of freights from this State equal to 40 per cent.

The canal has gained its present position, and retains its freights by its capacity for cheap carriage. Any considerable increase in rates would tend to throw this vast commerce, so valuable to New York, upon other routes. The low rates adopted by the canal and the railroad competitors with it, are not a matter of choice, but of absolute necessity. No increase can be anticipated unless produced by much higher prices than at present prevail.

Quincy and Palmyra Railroad.

This road connects Quincy, the western terminus of the Chicago, Burlington and Quincy Railroad, with the Hannibal and St. Joseph Railroad at Palmyra. It is but 12 miles in length; but its completion is a matter of some importance not only to the companies whose roads are thus brought into close connection, but also to the traveling public. Since the opening of the latter road in February last, passengers have been conveyed a distance of 20 miles by steamer between Quincy and Hannibal. The completion of a link now in progress, will give the Great Western line of Illinois a terminus at Hannibal, and so bring the Ohio and Mississippi and Indianapolis and Cincinnati routes in direct line with the great road through Missouri.

Statistics of Paterson Industry.

This active and prosperous city, now containing nearly 25,000 inhabitants, may be regarded as one of the industrial suburbs of New York, from which it is only sixteen miles distant, and can be reached by a dozen trains daily on the New York and Erie Railroad. Its existence may be said to date from 1791, when an association of persons in the Middle States, prominent among whom was ALEXANDER HAMILTON, obtained a charter for the establishment of a great emporium for the manufacture of cotton and other materials. This charter granted by the Legislature of New Jersey and signed by Gov. WM. PATERSON, then in office, was very liberal, leaving the grantees at liberty to select such locality as they might prefer, and commence operations at their own convenience, while no limit was imposed to the period of duration. The capital stock was fixed at one million dollars in shares of \$100 each; but real estate might be held to four times that amount. The Company were also authorized to improve navigation by the erection of locks, dams, etc., and charge tolls on the same. Their property was exempted from taxation for county and township purposes, and the sum of \$100,000 might be raised by lottery. The inhabitants within a district six miles square might at any time be incorporated and form a municipal government with the usual powers and privileges.

In May, 1792, the Great Falls of the Passaic were selected, in preference to half a dozen other localities, and "The Society for Establishing Useful Manufactures" having obtained a stock subscription of \$200,000, authorized the construction of a raceway, cotton mill, machine shop, bleach works, and buildings to accommodate their workmen. In the summer of 1793 operations were commenced and prosecuted until 1796, when the employees, about 125 in number, were discharged. Among the causes assigned for this step were the extravagance of engineers, losses abroad, and the want of communication with the domestic markets. The Society, however, did not go into bankruptcy, designing to resume at some future day. PETER COLT had had for some months entire control of the works; but all his efforts proved insufficient to stand the tide of disaster that had for some time been setting in against them.

After lying idle for a number of years, the factory was leased to private individuals, who carried on cotton-spinning and machine making until 1807, when it was burned down. This was the first establishment of the kind erected west of the Connecticut river, and the third, if not the second, in this country. SAMUEL SLATER's celebrated attempt was made only two years previously.

From 1801 to 1812 several small concerns went into operation; the second war with Great Britain gave a powerful impetus to the manufacturing interest, and numerous factories were put up along the canals which had, meantime, been greatly enlarged. At that time, the late ROSWELL L. COLT purchased the stock at a depreciated price, and re-animated the Society. With the return of peace a second prostration of business took place; but in a few years the tide again turned.

Similar visitations were experienced in 1837 and 1857, when, with two or three exceptions, all the works were obliged to suspend operations, and many of the residents obliged to seek a livelihood elsewhere. The Society at various times have

put up and leased factories with water rights to private individuals; but never resumed manufacturing operations since 1796.

The total fall of the Passaic within half a mile, is about 75 feet. A short distance above the Fall, a dam of the most substantial character has been thrown across the river, and the stream diverted across a deep ravine and through an opening in the rocks to the upper canal. From this point it is made to turn in succession three tiers of factories, each having an average fall of 24 feet. The canals are double and about three-quarters of a mile in length. The factories are mainly built of brick; though a few of the older kind are of dressed stone or wood. Those that have been erected during the last dozen or fifteen years, are mainly very substantial edifices, while not a few have other attractions to boast of. The Ivanhoe (paper), the Murray (silk), and the Waverly (bleach), factories, are considered models of their kind.

Machine Making was commenced as early as 1795, by JOHN CLARKE, Sr., who is believed to have built the first wool cards ever run in the United States. With various successes and reverses, the business has continued to increase until nearly twenty establishments, large and small, have found a steady demand. Among those who have distinguished themselves in this line, may be mentioned—THOMAS ROGERS, the eminent locomotive builder; CHARLES DANFORTH, inventor of the celebrated frame bearing his name; JOS. C. TODD, improver of rope machinery; T. C. SIMONSON and others. The products of the Paterson machine shops have not only gone to all parts of this country, but to Cuba, Mexico, South America, the Canadas, Great Britain, and Russia.

Locomotive building was started, in 1837, by Mr. Rogers, by whom it was successfully prosecuted until his decease, in 1856. Mr. R. was a native of Connecticut, and removed to Paterson about 1812, shortly after which he commenced making machinery, in company with JOHN CLARKE, Jr., and ABM. GODWIN, Jr., with whom he continued until 1830, when he withdrew and laid the foundation of the Rogers' Works. The first engine built was named "Sandusky," for the Sandusky and Mansfield Railroad, in Ohio. She was furnished with a truck, a single pair of drivers, and cylinders 11 inches in diameter. Her weight was about 15 tons. About a thousand others have since been turned out from this establishment, more than 100 being for the Illinois Central road alone. The company has since been incorporated, and is now under the superintendence of WM. S. HUDSON. Number of employees, about 550, who are building seven engines per month besides other machinery.

The New Jersey Locomotive Works, superintended by H. URRY, employs 170 hands, who complete 25 engines per annum, together with boilers, lathes, and other railroad machinery.

The establishment of DANFORTH, COOKE & Co. employs 230 persons, and at present are turning out from 30 to 35 locomotives annually. JOHN COOKE, who has the oversight of this department, was formerly Superintendent of the Rogers' Works. The Machinery department is under the charge of MAJOR JOHN A. EDWARDS, and the Cotton factory under that of EDWIN T. PRALL, members of the same firm. Including the foundry, about 600 employees are steadily engaged at this establishment.

The sales have for several years averaged half a million dollars per annum.

The total number of employees who are engaged in the locomotive and machine shops of Paterson, number 2,000, nearly half of whom are on locomotives alone. The number of these finished annually is about 135; but the shops have capacity sufficient to turn out 200 every year, and in 1856 approached closely to that figure. The value of work executed annually can scarcely fall below two million dollars, of which it has been estimated that one-third is spent for wages and salaries. In connection with this may be mentioned the building of stationary engines, which has recently been introduced with much success; also the manufacture of forgings, flues, brass works, &c., &c., for many of which the reader is referred to our advertising columns. The drawing and tempering of steel for hoop skirts has, for some time, formed no inconsiderable item of business in Paterson.

Cotton Spinning has been one of the leading industrial pursuits since 1793. Sixteen of these factories, containing 48,000 spindles and 210 looms of various kinds, are at present actively engaged. Most of the yarns made are sent to the Philadelphia market for sale; but a portion is woven into duck, sheetings, &c., on power looms. Mr. JOHN COLE was the first to introduce the cotton duck manufacture, on power looms, which he accomplished in 1824. Since that time the demand for it has been extensive for sail cloth and other purposes. These works are owned by E. BOUDINOT COLE, who is making some half a million yards annually, in addition to yarns for export. The total consumption of raw cotton per annum is six million pounds, from which are manufactured about five million pounds of yarns. The number of employees is nearly 1,200, whose wages will average \$3 50 per week for each, or \$225,000 per annum in the aggregate.

The Silk Manufacture (winding, doubling, twisting, dyeing, &c.) properly dates from 1840, since which time Paterson has become its principal place of production. The pioneer in this business, and still the leading manufacturer, is JOHN RYLE, at whose establishment 500 operatives are employed. HAMIL & BOOTH, and about a half a dozen other concerns, are similarly engaged. Several of these have gone into operation within the past three years; but from an over abundant supply, the demand has for some time been less than usual. The total number of operatives employed, when in full operation, is about 1,000; weekly consumption of raw silk, about 4,500 lbs., the loss averaging about eight per cent. in going through the various processes. The rate of wages paid will average \$3 per week to each employee, or \$125,000 annually in the aggregate, allowing for loss of time. Mr. Ryle for some carried on the weaving of silk, and abandoned it only because the demand for thread in its various forms was now abundant and steady.

The Linen and Woolen Manufactures have been started at various times, but subsequently abandoned. The Dolphin Manufacturing Co. employ about 140 hands in spinning and weaving jute and other descriptions of hemp.

Bleaching, Dyeing and Printing have for ten years been successfully carried on by D. G. SCOTT, who has already two large establishments in successful operation, and is preparing to erect a third

The number of employees is 800. JOHN MURPHY and two or three other parties have since embarked in the bleaching or dyeing business.

Paper Making was introduced as early as 1804 by CHARLES KINSEY, who invented a machine for making it in a continuous roll some years after. H. V. BUTLER & Co. have brought this out to perfection, and, in their magnificent Ivanhoe Mill, employ 140 operatives, who turn out some 33,000 lbs. per week of the finest quality.

The manufacture of flues and ornamental work for locomotives employs from 75 to 100 hands. N. LANE has for years carried on a very considerable business in this line, and his work has deservedly obtained a high reputation.

Beside those pursuits already enumerated, numerous others might be mentioned, mainly dependent upon or connected with the leading branches of industry. Among the number may be mentioned, bobbin and bone turning; the manufacture of mouldings, sashes and blinds; the distilling of bleaching liquors; the tobacco manufacture; the roasting and grinding of coffee; tanning; the weaving of counterpanes, table-covers, &c.; carriage and harness making; in addition to the trades and avocations ordinarily existing in such a community.

The number of employees engaged in productive industry usually exceeds five thousand, who receive in wages from \$1,000,000 to \$1,250,000 per annum. Within the last twelve years the products of Paterson have more than doubled in amount, and the growth of manufacturing industry is steady, despite the recurrence of disasters. Its contiguity to New York, its healthy and indeed picturesque neighborhood, and above all the fact that most of the pursuits carried on have been established, must contribute to make its future prosperity keep pace with the past.

Terre Haute, Alton and St. Louis Railroad.

At a recent meeting of the Terre Haute and Alton, Belleville and Illinoistown, and Terre Haute, Alton and St. Louis Railroad creditors, the following general plan was proposed:

1. The immediate surrender of the road to the Trustees under the second mortgage—the property to be sold and company re-organized upon the following series:

The First mortgage upon the Terre Haute and Alton, and Belleville and Illinoistown, to remain intact, but one year's interest beyond the now current coupons to be deferred until 1861 and 1862.

The Second mortgage bonds to be exchanged for new bonds maturing in 1892, and the new bonds to be given for the coupons on the seconds up to March, 1862. The present second mortgage bondholders are also to pay 10 per cent. in cash, receiving new bonds to exchange, as above, for principal and interest to 1862.

The Third mortgage and Fourth mortgage bondholders to be made preferred stockholders at par, upon condition of advancing 10 per cent. in cash, for which they get second mortgages. Failing to do this they are to have but 30 per cent. of preferred stock.

The general creditors to be made preferred stockholders by paying 10 per cent. to the second mortgage trustees, as above, and failing to make a cash advance to get 30 per cent. in stock. Stockholders to be new stockholders at the rate of 40 per cent. new for each 100 old, provided they are not debtors to the company for bonds. No dividend of over 7 per cent. to be made upon common stock until all the floating debt is paid; and all over 7 per cent. shall form a sinking fund to pay the First mortgage.

Upon this re-organization the committee think

the new company can, by February 1, pay a dividend upon all its stock and bonds.

St. Louis and Iron Mountain Railroad.

We publish herewith a letter addressed to the St. Louis and Iron Mountain Company, by V. K. Stevenson, Esq., President of the Nashville and Chattanooga Railroad, and now President, we believe, of the Nashville and North-western Railroad, and John A. Gardner, former President of the Alton road, upon the route of the proposed extension, southward of the Iron Mountain road.

DEAR SIR:—The undersigned, a Committee appointed at the Internal Improvement Convention, held at St. Louis in September last, here beg to give their views relative to the great advantage to the State of Missouri, of connecting the Iron Mountain Railroad with the Tennessee system of railroads at Hickman, Kentucky.

As the Iron Mountain road has been finished to the Pilot Knob, we take that as a starting point, from which the distance to Hickman, Ky., is about one hundred miles, all in the State of Missouri, passing through the Counties of Madison, Wayne, Bolinger, Stoddard, Scott, New Madrid, Mississippi, with populations as follows:

| Names of Counties. | Population. | Farms. | No. of Negroes. | Industrial Establishments. |
|--------------------|-------------|--------|-----------------|----------------------------|
| Madison..... | 6,003 | 515 | 696 | 19 |
| Wayne..... | 4,518 | 478 | 360 | 2 |
| Bolinger..... | 3,062 | 280 | 220 | |
| Stoddard..... | 4,277 | 418 | 50 | 2 |
| Scott..... | 3,182 | 208 | 892 | 9 |
| New Madrid..... | 5,541 | 407 | 1,481 | 80 |
| Mississippi..... | 3,123 | 271 | 746 | |
| | 29,706 | 2,557 | 3,945 | 62 |

The value by the United States return for 1850 of the farms in the above Counties, was.....\$1,691,627
And of negroes, valuing each at \$1,000. 3,945,000

Total value of farms and negroes...\$5,636,627

This embraces only the Counties on the air line from Pilot Knob to Hickman.

As the object is to compare the two prominent lines claiming your attention, we will now add the farms, population, &c., on the line from Hickman, Ky., to Grand Junction, a point 52 miles east of Memphis, at the Mississippi line, and about as near to St. Louis as Memphis is. We then take:

| Names of Counties. | Population. | Farms. | No. of Negroes. | Industrial Establishments. |
|--------------------|-------------|--------|-----------------|----------------------------|
| Fulton, Ky.... | 4,446 | 361 | 943 | 9 |
| Obion, Tenn.... | 7,683 | 953 | 1,057 | 6 |
| Weakly, "..... | 14,608 | 1,487 | 3,070 | 13 |
| Gibson, "..... | 19,548 | 2,160 | 4,194 | 48 |
| Madison, "..... | 21,470 | 1,408 | 8,552 | 49 |
| Haywood..... | 17,259 | 967 | 8,498 | 13 |
| Tipton..... | 8,557 | 631 | 4,192 | 16 |
| Fayette..... | 26,714 | 1,172 | 15,264 | 29 |
| | 120,185 | 8,839 | 45,770 | 183 |

Value of the above farms, as per census of 1850.....\$1,712,468
Value of negroes..... 45,770,000
Add. value in Missouri on this Hickman line as above..... 5,636,627

—showing sixty-three millions of value (\$63,119,095) of farms and negroes alone on this line to Grand Junction, a point opposite Memphis, and about the same distance from St. Louis as Memphis, and directly on the way to New Orleans from St. Louis, or say 300 miles from St. Louis, which is the distance from St. Louis to Memphis.

There are then the road from Hickman to Paducah, Ky., about 80 miles long, with wealth on this route nearly equal to that to Grand Junction, above given. Then take the road to Nashville and all points on the Memphis and Ohio road, each side of the crossing of the two roads, and on both roads within 300 miles of St. Louis, and you embrace a

country reaching to the Tennessee river, on each road, with an amount of property and trade in value equal to that on the line, as above given, from Hickman, Ky., to Grand Junction. Taking all on the different lines of railways in Tennessee and Kentucky, from Hickman back within 300 miles of St. Louis, the same distance as to Memphis, and you have an aggregate of one hundred and twenty millions in value of land and negroes alone, at the value of lands in 1850, to which add other articles of value, and you would have at least \$200,000,000 of property on the several lines connecting at Hickman, and on that line from the Iron Mountain to Hickman, all within 300 miles of St. Louis.

We will now take up the line in Missouri and Arkansas, to Memphis, from Pilot Knob:

| Names of Counties. | Farms. | Population. | Slaves. | Industrial Establishments. |
|--------------------|--------|-------------|---------|----------------------------|
| Madison, Mo. | 515 | 6,003 | 696 | 19 |
| Wayne | 475 | 4,575 | 860 | 2 |
| Butler | 143 | 1,616 | 53 | — |
| | 1,133 | 12,174 | 1,109 | 21 |

Value of farms in Madison County \$370,767

" " Wayne " 221,975

" " Butler " 38,365

Value of slaves, at \$1,000 each \$631,107

Value of farms, at \$1,000 each \$1,740,107

Number of farms, negroes, population, and industrial establishments in Arkansas, on the line from Pilot Knob to Memphis:

| Names of Counties. | Farms. | Population. | Slaves. | Industrial Establishments. |
|--------------------|--------|-------------|---------|----------------------------|
| Green, Ark. | 345 | 2,593 | 53 | — |
| Mississippi | 170 | 1,958 | 865 | 2 |
| Crittenden | 192 | 2,648 | 801 | — |
| | 707 | 7,199 | 1,719 | 2 |

Value of farms in Green County, Ark. \$78,587

" " Mississippi County 327,415

" " Crittenden County 481,217

Value of negroes \$887,219

Value of farms and slaves on the Memphis line in Arkansas \$2,606,219

do. do. in Tennessee 1,740,107

Total \$4,346,326

Thus showing the total value of farms and negroes within 300 miles of St. Louis, beyond the Pilot Knob, on all the lines connecting towards Memphis, is four millions three hundred and forty-six thousand three hundred and twenty-six dollars, and all this country opened by this line accessible by water from St. Louis.

While on the Hickman route, within 300 miles of St. Louis, taking the Paducah, the Nashville and North-western, the Mobile and Ohio, the Mississippi Central and the Memphis and Ohio roads, all open or amply provided with the means for their completion, and you have an aggregate of value of land or farms and negroes of over one hundred and twenty million dollars against four millions three hundred and forty-six thousand three hundred and twenty-six dollars worth of the same description of property on the Memphis line.

The next question to be considered is as to which route leads most directly to the largest markets beyond the 300 miles above valued.

As there is no market to be reached from Memphis westwardly except by water, we will leave that direction out of the question.

Then we take up the populated and rich country lying east of the Mississippi river.

By the Hickman route you meet the Mississippi Central road at Hickman, Ky., and by it reach New Orleans by as short a time as by Memphis, and have one less transshipment than by Memphis.

Without this disadvantage the Memphis route would be equal, if it were not for the great disparity in wealth and ability to buy and trade with your State as shown above.

To all points east of the Mississippi Central road, say the Mobile and Ohio road, the roads all connecting at Nashville, and all roads crossing and meeting with the eastwardly tending lines, the Hickman route brings St. Louis and Missouri 100 miles nearer, with fewer transshipments, no drayages, and consequently no delays in transit; while at Memphis the depots of the several roads are placed back from the river, and at points so remote from each other, as to make the cost of transit through that city about equal to the carriage from New Orleans or St. Louis to Memphis. At Hickman, the railroad is laid to the water's edge, and in Nashville all roads are required to run into a common track, so as to save storage, drayage, hackage and delays. The same at Chattanooga and all points in this direction.

The value of property in Tennessee (which is accessible in all directions by reaching Hickman by railroad directly) is \$400,000,000; that of Georgia, \$500,000,000; South Carolina, \$200,000,000; Alabama, \$300,000,000; eastern half of Mississippi, opened by the Mobile and Ohio Railroad, \$200,000,000, making in all, \$1,660,600,000 of property, and annual productions in cotton and rice of over \$100,000,000. To reach these great States, the Hickman line is one hundred miles nearer, and fewer transshipments than by Memphis. To reach the south part of Mississippi, St. Louis and Missouri, now have the Mississippi river as they have always had, and the railroad route by Memphis, or by Hickman, equally distant by either, with the disadvantage in going by Memphis of double drayage, storage, &c., &c., equal to 100 miles railroad transit, which places Hickman, with the railroad running to the water's edge, at great advantage, and makes this route 100 miles cheaper, even to reach South Mississippi from Missouri or St. Louis.

If the Memphis route should be adopted, the whole of Tennessee, Georgia, South Carolina, Alabama, Florida and East Mississippi, in short, all the South and South-eastern trade, and all reached by any southern road, would be reached at such a disadvantage, when compared with Louisville and Cincinnati, the trade having to pass by, and then return into this vast country, that St. Louis, with all her mineral advantages, could not compete successfully with Louisville and Cincinnati; and the object of building the extension of the Iron Mountain road would be defeated. The territory passed in reaching Memphis from Pilot Knob beyond that tributary to the Hickman line, is either unreclaimed swamps or flat highlands—wet, poor and sickly; so that there is little hope for early settlement.

The trade of Memphis is now reached by river, and will be by the Hickman route, through a rich country.

The extent of country, wealth and products above described, is so great as to require but to be named to be appreciated by the great State of Missouri.

Respectfully submitted,
V. K. STEPHENSON, } Committee.
J. A. GARDNER, }

Raleigh and Gaston Railroad.

The annual report of this road shows receipts during the year ending Sept. 30, 1859, of \$258,268 24, and the expenditures of \$168,289 21, leaving net earnings of \$89,979 03, from which a dividend of six per cent. is declared.

Orange and Alexandria Railroad.

The report of the President and directors of this road shows that the total receipts of the year, arising from transportation of passengers, freight, &c., amount to \$288,797, against \$258,895 87 of the year before, exhibiting an increase of \$29,901 63. The net receipts are \$157,571 61, against \$151,692 46 of the year preceding.

Journal of Railroad Law.

DAMAGES—ACTION BY BRAKEMAN FOR NEGLIGENCE OF ENGINEER.

The case of *Wright vs. The New York Central Railroad Company*, recently determined, illustrates the legal obligation of a Railroad Company to employ skilful and competent men in running their trains; and shows how far a company may be held liable to one of their employees, for an injury resulting from the incompetency of another one.

The plaintiff in this case, Wright, was a brakeman employed on the defendant's road. He was injured by a collision between two trains of the company. He was himself upon one of these trains, in performance of his duty as brakeman. The accident resulted from the negligence and unskilfulness of the engineer of the other train. This engineer had been appointed by Mr. Upton, who was the company's managing agent of engineers, and was authorized to appoint engineers.

On the trial the judge charged the jury among other things that it was the duty of the defendant to use reasonable care in order to employ an engineer of competent skill and experience; and if the jury should find that Upton did not use ordinary care in that respect in providing the engineer on the occasion in question, and the injury was occasioned by such negligence, the defendant was liable for the consequences.

The following is the opinion of the Court on appeal, so far as relates to this point:

MARVIN, J.—It is settled law in this State, that a principal is not liable to a servant for injuries sustained by reason of the negligence of another servant, when both are engaged in the same general business, in the service of the principal. (*Coon vs. The Syracuse and Utica Railroad Co.*, 1 *Selden*, 492.) This principle was conceded in the present case, by the plaintiff, who claimed to recover on account of the negligence of Upton, its managing agent. If the servant is injured by reason of the negligence of the master, the latter is undoubtedly liable.

As the general business of managing a train of cars upon a railroad requires the co-operation of many persons, and as they are supposed to know the risks incident to the business, they voluntarily take these risks at the time they enter into the employment of the railroad company, and the compensation paid them may be affected by the character of the business. As one servant may be injured by the carelessness of a fellow-servant, he takes this risk. The business requires all the servants; and some one or more of them, though possessed of sufficient skill and capacity, may, on some occasion, be careless and negligent, and a fellow-servant may be injured in consequence. In such a case, the master or principal is not responsible. But it may be that one of the servants, employed by the master, to co-operate with the other servants, is incompetent, and lacks the requisite skill to perform his part of the work. He may be a careful, prudent servant, but from ignorance of his duties, or from the absence of the necessary skill, may be unable to perform them, and a fellow-servant may sustain injury in consequence of his incompetency. Is the principal then liable? It is, I have no doubt, the duty of the master, to all the servants, to use reasonable care in providing them with careful and competent fellow-

servants, and he is liable for injuries to any servant arising from his neglect to use such care, in the absence of proof that the injured servant was aware of the incompetency of his fellow-servant.

If the injured servant has knowledge of the incompetency and want of skill of his fellow-servants, a presumption may arise that he consents to take upon himself the risk of any injury which may result from such incapacity. He may, if the master employs an incompetent co-laborer, quit his employment; unless the master will, upon notice, discharge the incompetent servant.

As the master or principal has the sole right to employ all his servants, each servant has the right to rely upon the master's using reasonable care and diligence in employing none but competent servants. The power to employ servants may be delegated by the principal, and this must generally be so, when the principal is a corporation. When the principal thus acts by an agent, he will, upon general principles, be liable for the negligence of the agent. This agent will not be regarded simply as a fellow-servant of those whom he employs in the general business. (See *Pierce on Am. Railroad Law*, ch. 13, and the cases there cited; *Keegan vs. The Western Railroad Corporation*, 4 Selden, 175.)

In the present case Upton had authority to employ the engineers. He was the managing agent. He employed Adams. There can be no reasonable doubt that the injury to the plaintiff was caused by the carelessness and negligence of Adams. He left the bridge at 9 o'clock 30 minutes, and ran to Pekin, 8½ miles, in a fraction over 10 minutes. He failed to arrest the progress of the train in time, and the collision occurred before the up train could run upon the switch. He must have run east beyond the east end of the switch. But the liability of defendant does not depend upon the negligence of Adams. The questions presented are, 1st. Was Adams incompetent? 2nd. If so, was there negligence in Upton in employing him, and putting him in charge of that train, as engineer? Waving the question arising out of the time-tables, both of the questions here presented, must have been found in the affirmative before the plaintiff could recover. The defendant did not warrant that Adams was competent. If Upton, as the managing agent of the defendant, used proper care in employing Adams, and placing him in charge of the train, the defendant is not liable. As I understand the charge, it was in accordance with the views here presented. The learned judge instructed the jury that it was the duty of the defendant to use reasonable care in order to employ an engineer of competent skill and experience; and if the jury found that Upton did not use ordinary care, in that respect, in providing the engineer on the occasion of the collision in question, and the injury was occasioned by such negligence, the defendant was liable for the consequences. It may be said that the proposition does not include the question of the competency of Adams; or rather, perhaps, that it assumes that he was incompetent, and makes the question turn upon the care and diligence of Upton in employing him. The duty of Upton is properly stated; and then follows the proposition that if such duty was not performed, and the injury was occasioned by such negligence, then the defendant was liable for the consequences. The duty was to use

reasonable care in order to employ an engineer of competent skill and experience. If, in fact, Adams was competent, skilful, and experienced, then there was no want of proper care on the part of Upton. The jury must have found that Adams was incompetent, and that Upton did not use reasonable care in employing him. If the charge failed to present, fully and clearly, the principles involved, the defendant should have requested further instructions. In my opinion, we cannot say that the charge, as it is, was erroneous.

The Colonial Trade of Great Britain.

It may be desirable to group together a few facts illustrative of our trade with our colonial possessions. It appears that the imports from and exports to the colonies have been as follows during the last five years:

| Year. | Imports. | Exports. |
|------------|-------------|-------------|
| 1854 | £34,149,499 | £33,852,198 |
| 1855 | 33,583,311 | 26,552,875 |
| 1856 | 43,026,586 | 33,300,439 |
| 1857 | 46,183,196 | 37,154,688 |
| 1858 | 38,375,610 | 40,224,994 |

It thus appears that the colonial trade, although exposed to considerable vicissitudes, is, on the whole, steadily advancing, the reports in 1858 showing an increase of nearly 12 per cent, as compared with 1854, while the increase of the exports in the five years has been rather more than 21 per cent. The imports increased from the foreign colonies in 1858 as compared with 1854: Channel Islands, £111,890; Ionian Islands, £156,716; West Indies, £721,446; Australia, £953,819; East Indies, £4,300,000; Ceylon, £182,787; the Cape of Good Hope and Natal, £1,022,462; possessions on the River Gambia, £4,040; and other possessions, £91,480. On the other hand, there was a decrease at the following points: Gibraltar, £34,139; Malta, £239,508; British North America, £2,537,600; Honduras, £230,200; Singapore, £49,305; the Mauritius, £174,501; possessions on the Gold Coast, £39,586; and Sierra Leone, £18,571. It will be seen that the increase has been most marked in the case of Australia, British India, and the Cape Colony, while the decrease has been most serious as regards the North American colonies; and it is certainly a fact of some significance that while nearly 110,000 emigrants departed from their fatherland for the Canadas and the other dependencies in their vicinity from 1854 to 1858 the value of the British American export trade with the mother country was only £4,654,534 in 1858 as compared with £7,192,134 in 1854. On the other hand, the advance of British India from £10,672,862 in 1854 to £18,650,223 in 1857, and £14,972,952 in a year of fierce convulsions, proves that the resources of the vast regions of the sun have not been altogether undeveloped by their new rulers. The West India trade seems to have somewhat recovered itself, but the Mauritius has retrograded, especially as compared with 1857.

With reference to the export of British produce from the United Kingdom to the colonies an increase appears in the following cases: Channel Islands, £28,104; Gibraltar, £99,381; Malta, £19,694; Ionian Islands, £209,036; West Indies, £383,025; Hong Kong, £678,279; East Indies, £7,654,959; Singapore, £444,897; Ceylon, £158,424; the Mauritius, £218,689; Cape of Good Hope and Natal, £781,420; Sierra Leone, £25,611; and other possessions, £16,067. As a set-off to these satisfactory results, the following colonies have fallen off to the extent of the sums named: British North America, £1,821,821; Honduras, £1,000; Australia, £1,467,154; possessions on the Gold Coast, £22,277; and on the Gambia, £5,967. The ephemeral trade with the ports occupied by us is the Crimea in 1854-5-6 is also of course at an end. The retrogression of British America and Australia will be observed with regret. In the latter case, however, there is not much cause for surprise, considering the recklessness shown in exporting goods to Australia immediately on the gold discoveries becoming known, the exports to the settlement on the "great south land" having

jumped up from £4,222,205 in 1852, to £14,518,700 in 1853. In 1844 the total exports of British produce to the colonies were only £18,524,973; last year they advanced to £40,225,924—a total never before exceeded, and a gratifying proof of the advantages we are deriving from the onward march of British colonization.—*London Times*.

Pittsburg and Erie Railroad.

This road, which commences at Girard, a point on the Lake Shore road, 15 miles west of Erie City, will soon be in operation to Jamestown, Mercer County, 41 miles from Girard and 56 miles from Erie City. The opening of this road will secure to Erie and Buffalo the coal trade and rich products of the Shenango and Conneaut Valleys. During the last two years over the Cleveland and Mahoning Railroad an extensive trade has sprung up between those valleys and the city of Cleveland, which will be lost unless a shorter and more direct line of communication be had to Cleveland, than now exists over the Cleveland and Mahoning. This can be remedied by the completion of the Clinton Railroad from Hudson, Ohio, to Jamestown, Pa., a distance of 53 miles, which is already more than half graded. The Clinton Railroad connects at Jamestown with the Erie and Pittsburg Railroad, opening north a direct line to Erie and Buffalo, and also with the Pittsburg and Erie Railroad south to the Ohio river and Pittsburg.—*Buffalo Courier*.

The Cincinnati Enquirer of 2d inst., says: "The new freight tariff adopted at the Convention of Freight Agents, recently held at Dayton, went into effect yesterday. The rates between Cincinnati and New York were fixed as follows:

| | 4th Class. | Flour. |
|----------------------|------------|--------|
| All rail | 55 | \$1 05 |
| Rail and water | 50 | 95 |

The New York Central road, however, refuses to pro-rate with the roads west of Lake Erie, insisting upon eighty cents for flour from the lake ports, which would leave but fifteen cents to the roads which carry to those points. In consequence of this course, the Cincinnati, Hamilton and Dayton, the Sandusky, Dayton and Cincinnati, the Springfield, Mount Vernon and Pittsburg, and the Cleveland and Columbus, (the roads in the new business combination just formed,) have made a contract with the New York and Erie road to take all the freights they send forward at the rates made at the Dayton Convention. The rail and lake freights by these roads will, therefore, go to Sandusky, and thence to Dunkirk by propeller, and the all rail by Delaware to Cleveland and thence to the Erie road."

New York and Erie Railroad.

At a meeting of the Board of Directors of the New York and Erie Railroad Company, held November 1, 1858, SAMUEL MARSH, President, in the chair, the following resolutions were unanimously adopted:

Resolved, That in the future management of the affairs of this company no floating debt for any purpose whatever be sanctioned beyond the requirements for the three months' purchase of materials and supplies for the road.

That it is expedient, in the future Charter of the company, that a clause be inserted prohibiting the creation of floating debt beyond the amount expressed in the foregoing resolution, unless sanctioned at a public meeting of the Preferred and other stockholders, to be called by the Board, one month's notice of which being given in the public papers.

That a return be made and published of each three months' receipts and expenditures of the company.

That the 1,500,000 dollars of Fourth Mortgage bonds, now placed as collateral security for the advances of 320,000 dollars and interest shall, when redeemed, be cancelled, unless applied in payment of other Mortgage bonds.

That no mortgage shall be created in excess of the present mortgage debt of the company.

Cincinnati Stock Sales.

By KIRK & OHEVER.

For the week ending November 8, 1859.

| BONDS. | Per cent. | |
|---------------------------------------|-----------|----------|
| Little Miami, 1st Mort. | 6 1/2 | and int. |
| Covington and Lexington, 2d Mortgage. | 7 1/2 | 65 |
| Do. do. Income. | 10 | 10 |
| Ohio & Miss., E. D., Construction. | 7 1/2 | 25 |
| Cinc., Ham. and Dayton, 2d Mortgage. | 7 1/2 | 84 |
| Indianap. & Cincinnati, do. do. | 7 1/2 | 80 |
| Do. do. Dividend. | 6 1/2 | 65 |
| STOCKS. | | |
| Cincinnati, Hamilton & Dayton | Ex Div. | 65 |
| Columbus and Xenia | | 83 |
| Indianapolis & Cincinnati | | 49 |
| Little Miami | | 85 |

Boston, Concord and Montreal Railroad.

The business of this road for the six months ending October 1, 1859, was as follows:

| | Earnings. | Expense. | Net. |
|-----------|--------------|-------------|-------------|
| 1859..... | \$141,455 73 | \$72,018 45 | \$69,437 25 |
| 1858..... | 114,309 93 | 72,372 79 | 49,500 14 |

Gain for same period in stock account. \$27,937 14
8,637 96

Net gain.....\$36,575 10

Railroad Earnings.

The earnings of the Hudson River Railroad, for October, 1859, were.....\$170,157 48
Do. 1858.....140,782 87

Increase.....\$29,374 61

The earnings of the Galena and Chicago Railroad, for the month of October, were:

| | 1858. | 1859. |
|-----------------|-------------|--------------|
| Freight..... | \$87,074 13 | \$155,261 41 |
| Passengers..... | 49,332 62 | 39,063 50 |
| Mails, etc..... | 4,646 13 | 4,500 00 |

Total.....\$141,652 88 \$198,824 91
Increase.....\$57,172 03

Corrected earnings for the previous month.....\$203,803 45

The earnings of the Chicago, Burlington and Quincy Railroad for October were as follows:

| | Chicago & Burlington. | Galesburg & Quincy. |
|-------------------------|-----------------------|---------------------|
| Freight..... | \$117,494 90 | \$17,857 51 |
| Passengers..... | 37,384 87 | 12,350 30 |
| Mails and miscellaneous | 2,013 87 | 858 48 |

Total.....\$156,843 14 \$30,575 29
156,843 14

Total earnings, 310 miles.....\$187,418 43
Total earnings for October, 1858.....159,271 95

Increase in October, 1859.....\$28,146 48
Gross earnings per mile.....604 58

The earnings of the Detroit and Milwaukee Railroad for the week ending July 1, 1858, were \$6,460. The corresponding week this year they were \$11,277. Since then they have been:—

| | |
|--------------------------|---------|
| Week ending July 14..... | \$9,395 |
| Do. July 21..... | 8,967 |
| Do. July 28..... | 9,894 |
| Do. Aug. 4..... | 10,874 |
| Do. Aug. 11..... | 10,332 |
| Do. Aug. 18..... | 11,472 |
| Do. Aug. 25..... | 11,490 |

This was the week in the beginning of which the new steamers were put on, and the difference in traffic they created was at once apparent.

| | |
|--------------------------|----------|
| Week ending Sept. 1..... | \$14,214 |
| Do. Sept. 8..... | 15,279 |
| Do. Sept. 15..... | 15,286 |
| Do. Sept. 22..... | 14,469 |
| Do. Sept. 29..... | 17,332 |
| Do. Oct. 6..... | 19,658 |

The traffic on the Illinois Central road the first week of Nov. shows a gain of \$26,000 over the corresponding week of last year.

The earnings of the Lehigh Valley Railroad for the month of September, 1859 were...\$47,546 58
September, 1858.....42,062 46

Increase.....\$5,484 12

The traffic of the Great Western Railway of Canada for the week ending Oct. 28, 1859, was as follows:

| | |
|-----------------------------|-------------|
| Passengers..... | \$25,158 33 |
| Freight and live stock..... | 19,560 66 |
| Mails and sundries..... | 1,526 06 |

Total.....\$46,245 05
Corresponding week of last year.....46,097 69

Increase.....\$147 36

The earnings of the Milwaukee and Mississippi Railroad for the month of October were in—

| | |
|-----------|-----------|
| 1859..... | \$122,000 |
| 1858..... | 92,000 |

Increase.....\$30,000

The earnings of the Little Miami and Columbus and Xenia Railroads, for October, were—

| | |
|-----------|--------------|
| 1858..... | \$108,690 22 |
| 1859..... | 103,030 90 |

Decrease.....\$5,659 32

The earnings of the Illinois Central Railroad Company for October were as follows:

Traffic Department.

| | |
|-------------------------------|-------------|
| Receipts from passengers..... | \$77,886 78 |
| Do. freight..... | 147,000 00 |
| Do. mails..... | 6,358 23 |
| Do. rent of road..... | 5,871 33 |
| Do. other sources..... | 5,231 88 |

Total receipts in October, 1859.....\$242,348 32
Do. do. 1858.....184,776 09

Increase.....\$57,572 23

Do. since Jan'y 1, 1859.....\$1,670,313 97
Do. do. 1858.....1,666,542 19

Increase.....\$3,771 78

Land Department.

Acres sold since Jan'y 1, 1859.....23,526.06 for \$352,472 65
Acres sold prev'ly 1,229,835.33 " 15,637,148 95

Total.....1,252,361 39 for 15,989,621 60

Construction Bonds canceled in Oct., 1859.....\$41,000 00

Free Land Bonds canceled in Oct., 1859.....6,000 00

Total Bonds canceled up to Sept. 30, 1859.....1,363,000 00

Total Bonds canceled up to Oct. 31, 1859.....\$1,410,000 00

Cash receipts in Oct., 1859.....\$56,674 25
Do. since Jan'y 1, 1859.....475,177 34

Total cash and bonds received to Oct. 31, 1859.....\$3,150,074 87

The following are the October earnings of the Cincinnati, Hamilton and Dayton Railroad, compared with the corresponding month of previous year:

| | |
|--------------------|-------------|
| October, 1859..... | \$46,050 50 |
| " 1858..... | 43,221 21 |

Increase in 1859.....\$2,829 29

The earnings of the Michigan Central Railroad for the month of October were:—

| | 1858. | 1859. |
|--------------------|--------------|-------------|
| Passengers..... | \$103,603 29 | \$89,198 15 |
| Freight..... | 100,262 86 | 131,386 17 |
| Miscellaneous..... | 6,001 88 | 5,492 15 |

Totals.....\$209,868 03 \$226,077 07
Increase in October, 1859.....\$16,209 04

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning), for the month of October, 1859, compared with the same month of last year:

| | 1858. | 1859. |
|-------------------------|-------------|-------------|
| From passengers..... | \$17,801 62 | \$14,561 75 |
| From freight..... | 39,821 96 | 40,155 74 |
| From other sources..... | 1,337 81 | 1,540 17 |

Totals.....\$58,541 40 \$56,257 66

The Norwich and Worcester Railroad earned in October, 1859, about.....\$35,000
October, 1858.....31,000

Increase.....\$4,000

The receipts of the Grand Trunk Railway of Canada for the week ending Oct. 22d,

were.....\$60,046 16
Week ending Oct. 23, 1858.....54,877 89

Increase.....\$5,168 27

Total traffic from July 1st.....\$785,397 13
Same period last year.....707,969 44

Increase.....\$77,427 69

The earnings of the Chicago and Rock Island Railroad in October, 1859, were.....\$122,640
October, 1858.....85,647

Increase, 30 per cent.....\$36,993

The following is a statement of the earnings of the New York Central Railroad, for the month of October, 1859, compared with its earnings for the corresponding month of the previous year:

| | |
|-----------|--------------|
| 1859..... | \$720,202 16 |
| 1858..... | 653,660 81 |

Increase.....\$66,541 35

The earnings of the Michigan Southern Railroad company, during the month of October were:

| | 1858. | 1859. |
|--------------------|-------------|-------------|
| Freight..... | \$96,578 48 | \$74,313 24 |
| Passengers..... | 93,753 40 | 128,313 71 |
| Mails..... | 4,635 14 | 4,583 71 |
| Miscellaneous..... | 3,248 91 | 7,258 00 |

Total.....\$198,215 93 \$214,468 66
Increase in 1859.....\$16,253 73

The receipts of the Cleveland and Toledo Railroad for the month of October were:—

| | |
|--------------------|----------|
| October, 1859..... | \$78,300 |
| " 1858..... | 79,400 |

Decrease.....\$1,100

The receipts of the New York and New Haven Railroad for October, 1859, were:—

| | |
|-----------------|--------------|
| Passengers..... | \$100,179 59 |
| Freight..... | 15,775 00 |

Total.....\$115,954 59
Less dues other roads.....30,103 97

Receipts for Oct., 1858.....\$85,850 62

72,849 93

Increase.....\$13,006 69

The net receipts of the New York and Harlem Railroad Company for October are as follows:

| | |
|-----------|-------------|
| 1858..... | \$85,302 64 |
| 1859..... | 97,857 39 |

Increase.....\$12,554 75

The earnings of the Toledo, Wabash and Western Railroad for October, were as follows:—

| | |
|-----------------------------|-------------|
| From passengers..... | \$22,484 23 |
| From freight..... | 48,858 76 |
| From mails and express..... | 3,316 06 |

Total.....\$74,659 05

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|-----------------|------------|---------------------------|-----------------------|--------------------------------|------------|------------|---------------|--------------------------------|-----------------------------|----------------|--------------------------|------------------------|---------------------------|----------------|------------|-------------------|--|--|---|------------|------------------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Siding. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in other works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | Net. | | | | Dividends. | Price of shares. | |
| | M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | P. C. | P. C. | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '58 | | | | 140.0 | | | | Albany and Susquehanna | 227,356 | | | 275,793 | | 8,007 | | | | | | | | |
| 30 Sep. '58 | 32.9 | | 3.3 | | 8 | 12 | 53 | Albany, Vermont and Canada | 1,557,502 | 136,038 | | 439,006 | 1,575,099 | 50,000 | | 32.9 | 93,894 | 84,119 | 11,215 | | | |
| 30 Sep. '58 | 38.3 | | 34.0 | | | | | Albany and West Stockbridge | 2,289,934 | | | 1,000,000 | 1,289,934 | | | ope r. | By Western. | | | 6 | | |
| 30 Sep. '58 | 34.9 | 2.6 | | 73.6 | 4 | 6 | 39 | Black River and Utica | 1,153,069 | 81,406 | | 904,648 | 682,500 | 52,570 | | 37.5 | 34,424 | 60,524 | 32,413 | | | |
| 30 Sep. '58 | 14.5 | | 1.6 | | | | | Biosburg and Corning | 496,661 | | | 250,000 | 220,000 | | | 14.8 | 16,530 | 23,554 | 9,204 | 6 | | |
| 30 Sep. '58 | 142.0 | 78.0 | 13.6 | | 26 | 32 | 353 | Buffalo, New York and Erie | 2,975,325 | * | | 680,000 | 2,490,583 | 164,988 | | 220.0 | 355,480 | 429,754 | 128,122 | | | |
| 30 Sep. '58 | 68.3 | | 18.0 | | 28 | 34 | 312 | Buffalo and State Line | 2,460,251 | 312,736 | | 1,913,000 | 1,049,000 | 172,378 | | 87.8 | 356,145 | 814,116 | 359,609 | 6 | | |
| 30 Sep. '58 | 24.6 | | 38.1 | | | | | Cayuga and Susquehanna | 1,016,058 | 79,542 | | 687,000 | 423,000 | 7,042 | | 34.6 | 59,539 | 69,421 | 5,092 | | | |
| 30 Sep. '58 | 17.4 | | 2.1 | | | | | Chemung | 400,000 | | | 380,000 | 70,000 | | | ope r. | By N. Y. & E. | | 24,000 | 7 | | |
| 30 Sep. '58 | 46.8 | | 2.9 | | 10 | 8 | 83 | Elmira, Canandaigua & N. Falls | | | | | | | | ope r. | By Receivers. | | | | | |
| 30 Sep. '58 | | | | 63.2 | | | | Erie and New York City | 283,735 | | | 350,072 | 14,000 | 27,411 | | | | | | | | |
| 30 Sep. '58 | 17.3 | | 0.5 | | 5 | 3 | | Genesee Valley | 91,889 | | | 59,374 | 38,500 | 23,404 | | ope r. | By B. N. Y. & E. | | 10,840 | 6 | | |
| 30 Sep. '58 | 144.0 | | 106.5 | | 57 | 107 | 507 | Hudson and Boston (West'n) | 148,000 | 27,000 | | 175,000 | | | 17.3 | 49,519 | 68,207 | 10,840 | | | | |
| 30 Sep. '58 | | | | 73.8 | | | | Hudson River | 10,146,617 | 1,182,372 | | 3,758,466 | 8,842,000 | 455,003 | 150.0 | 700,224 | 1,026,412 | 594,659 | | | | |
| 30 Sep. '58 | | | | 182.0 | | | | L. Ontario, Auburn & N. York | 74,203 | | | 75,771 | | | | | | | | | | |
| 31 Mar. '59 | 84.0 | 2.5 | | 8.5 | 19 | 34 | 185 | Long Island | 3,497,538 | 178,320 | | 2,715,186 | 870,000 | 115,856 | 101.5 | 213,414 | 334,038 | 111,531 | | | | |
| 30 Sep. '58 | 297.8 | 258.1 | 313.8 | | 218 | 258 | 2,869 | New York Central | 2,211,659 | 354,611 | 1,000 | 1,852,716 | 639,497 | 144,566 | 40,633,685 | 555.9 | 3,689,194 | 4,628,412 | 3,041,120 | 8 | | |
| 30 Sep. '58 | 446.0 | 19.0 | 282.5 | | 210 | 183 | 2,684 | New York and Erie | 25,475,490 | 5,257,077 | 8,193,000 | 24,182,400 | 14,402,635 | 43,079 | 39,079,086 | 152.9 | 3,000,369 | 5,161,616 | 1,086,575 | | | |
| 30 Sep. '58 | 130.8 | 2.1 | 30.9 | | 33 | 89 | 430 | New York and Harlem | 29,909,749 | 4,148,885 | 973,083 | 11,000,000 | 26,371,511 | 1,707,575 | 39,079,086 | 152.9 | 621,747 | 975,833 | 358,792 | | | |
| 30 Sep. '58 | 118.0 | 3.8 | 17.7 | | 28 | 8 | 417 | Northern (Ogdensburg) | 7,303,339 | 634,777 | | 5,717,100 | 5,151,287 | 147,640 | 121.8 | 311,404 | 410,806 | 127,013 | | | | |
| 30 Sep. '58 | 55.9 | | 2.2 | | 7 | 6 | 44 | Oswego and Syracuse | 4,086,712 | 702,079 | | 396,340 | 197,000 | 16,415 | 35.9 | 68,545 | 115,990 | 61,347 | 8 | | | |
| 30 Sep. '58 | 75.4 | | 2.0 | | 6 | 4 | 33 | Pottsdam and Watertown | 660,919 | 100,462 | | 663,077 | 818,500 | 180,138 | 75.4 | 98,686 | 94,385 | 44,715 | | | | |
| 30 Sep. '58 | 52.2 | | 2.1 | | 6 | 13 | 70 | Rensselaer and Saratoga | 1,523,646 | 63,882 | | 610,000 | 140,000 | | 46.2 | 89,380 | 208,223 | 33,946 | 3 | | | |
| 30 Sep. '58 | 18.4 | | 1.3 | 32.6 | | | | Rochester and Genesee Valley | 743,977 | 156,573 | | 555,450 | 156,000 | 30,417 | 18.4 | 32,980 | 37,280 | 18,500 | 2 | | | |
| 30 Sep. '58 | 18.0 | | 1.0 | | 2 | 2 | 32 | Sackett's Harbor and Ellisburg | 653,539 | | | 371,556 | 275,400 | 56,810 | 18.0 | 17,620 | 12,025 | | | | | |
| 30 Sep. '58 | 21.0 | | 1.6 | | 2 | 3 | | Saratoga and Schenectady | 820,618 | 17,714 | | 167,485 | 278,400 | 54,812 | ope r. | By Ken. & Sar. | | 30,150 | 2 | | | |
| 30 Sep. '58 | 40.9 | 6.6 | 3.9 | | 9 | 12 | 84 | Saratoga and Whitehall | 450,884 | 74,904 | | 300,000 | 86,500 | | 54.5 | 107,506 | 139,388 | 32,106 | | | | |
| 30 Sep. '58 | | | | 13.2 | | | | State Island | 40,000 | | | 40,000 | | | | | | | | | | |
| 30 Jun. '59 | 11.0 | | | | 13 | 12 | 117 | Brooklyn and Jamaica | 369,856 | | | 284,856 | 85,000 | | ope r. | By Long Isl. | | 37,560 | 9 | | | |
| 30 Sep. '58 | 61.3 | | 7.1 | | 7 | 4 | 65 | Syracuse, Binghamt. & N. Y. | 2,857,907 | * | | 1,200,130 | 1,500,000 | 69,418 | 81.8 | 148,240 | 177,627 | 74,350 | | | | |
| 30 Sep. '58 | 27.2 | | 3.2 | 7.7 | | | | Troy and Boston | 1,296,302 | 125,887 | | 568,297 | 797,500 | 231,083 | 27.2 | 61,614 | 125,042 | 53,289 | | | | |
| 30 Sep. '58 | 6.0 | | 0.1 | | | | | Troy and Greenbush | 258,658 | 36,073 | | 275,000 | | | ope r. | By Hud. a. River. | | | 6 | | | |
| 30 Sep. '58 | 2.1 | | 2.1 | | | | | Troy Union | 732,114 | | | 30,000 | 680,000 | | ope r. | By other Co's. | | | | | | |
| 31 Dec. '58 | 96.8 | | 11.0 | | 7 | 11 | 298 | Watertown and Rome | 2,159,295 | * | 28,000 | 1,498,500 | 690,000 | 85,071 | 96.8 | 215,605 | 397,712 | 187,000 | 6 | | | |
| NORTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | |
| -- '58 | 95.2 | 2.0 | | | | | | Atlantic and North Carolina | 1,850,000 | * | | 1,600,000 | 400,000 | | 95.2 | | | | | | | |
| -- '59 | 223.0 | | | | | | | North Carolina | 4,235,000 | * | | 4,000,000 | | | 223.0 | | | | | | | |
| -- '59 | 97.0 | | | | | | | Raleigh and Gaston | 1,240,241 | * | | 973,300 | 128,200 | | 97.0 | | 206,917 | 108,541 | | | | |
| 30 Sep. '58 | 161.0 | | | | 22 | 22 | 166 | Wilmington and Manchester | 2,548,363 | * | 223,150 | 1,125,315 | 973,000 | 259,621 | 171.0 | | 382,191 | 150,124 | | | | |
| 30 Sep. '58 | 161.9 | | | | 24 | 32 | 144 | Wilmington and Weldon | 2,776,404 | * | 107,000 | 1,340,213 | 916,222 | 104,948 | 171.0 | 296,999 | 446,533 | 225,442 | | | | |
| 15 Mar. '58 | | | | 43.0 | | | | Western North Carolina | 190,793 | * | 4,700 | 290,212 | | 70,860 | | | | | | | | |
| OHIO. | | | | | | | | | | | | | | | | | | | | | | |
| -- '58 | | | | | 17 | 12 | 208 | Atlantic and Great Western | 613,231 | * | | 866,939 | | 77,294 | | | | | | | | |
| 31 Dec. '58 | 118.2 | | | | 41 | 39 | 508 | Bellefontaine and Indiana | 3,008,919 | * | 11,000 | 1,979,370 | 1,274,828 | 39,028 | 118.2 | | 332,226 | 146,812 | | | | |
| 1 Aug. '58 | 137.0 | | | | 22 | 28 | 431 | Central Ohio | 5,578,518 | 806,633 | 106,133 | 1,627,906 | 3,869,300 | 1,252,440 | 6,894,557 | 141.0 | | 570,092 | 164,697 | | | |
| 31 Mar. '59 | 60.3 | | | | 22 | 28 | 432 | Cine., Hamilton and Dayton | 2,648,266 | 504,892 | 26,500 | 2,155,800 | 1,411,000 | 32,618 | 60.3 | | 489,437 | 249,666 | 7 | | | |
| -- '59 | 37.0 | | | | 62.1 | | | Cine. and Indianapolis June | | * | | | | | 37.0 | | | | | | | |
| 1 May, '59 | 131.8 | | | | 31 | 16 | 10 | Cine., Wilmington and Zanev. | 6,250,841 | * | | 2,441,176 | 3,032,000 | 228,973 | 131.8 | 304,168 | 190,745 | 19,180 | | | | |
| 31 Dec. '58 | 135.4 | 5.8 | | | 42 | 31 | 439 | Cleveland, Columbus and Cine. | 4,087,571 | 684,955 | 67,422 | 4,746,100 | 38,000 | 8,242 | 141.2 | | 1,113,639 | 575,159 | 7 | | | |
| 31 Dec. '58 | 67.0 | | | 18.0 | | | | Cleveland and Mahoning | 1,920,953 | * | | 580,000 | 1,202,300 | 161,200 | 1,943,500 | 67.0 | | 237,106 | 142,856 | | | |
| 31 Dec. '58 | 95.4 | 1.2 | 37.9 | | 31 | 39 | 453 | Clev., Painesville & Ashtabula | 3,338,114 | 620,532 | 523,000 | 3,000,000 | 1,367,000 | 119,812 | 96.6 | 402,935 | 1,251,537 | 596,948 | 15 | | | |
| 30 Nov. '58 | 101.0 | 102.5 | | | 42 | | | Cleveland and Pittsburg | 9,320,288 | * | | 3,942,368 | 4,918,325 | 663,821 | 9,661,102 | 203.5 | 648,413 | 772,063 | 332,093 | 4 | | |
| 30 Apr. '59 | 109.2 | 79.4 | | | 32 | 42 | 430 | Cleveland and Toledo | 6,729,056 | 458,194 | 258,424 | 3,343,812 | 3,342,720 | 358,605 | 7,858,918 | 188.6 | | 798,156 | 414,456 | 6 | | |
| 31 Dec. '58 | 61.4 | | | 53.0 | 5 | 6 | 99 | Clev., Zanesville and Cinein. | 1,574,693 | * | | 369,673 | 575,250 | 632,486 | 61.5 | 75,120 | 68,128 | 19,763 | | | | |
| 31 Dec. '58 | 72.0 | | | 31.0 | 6 | 9 | 103 | Columbus and Indianapolis | 2,555,000 | * | | 750,000 | 1,800,000 | 205,000 | 72.0 | 144,000 | 84,000 | 17,790 | | | | |
| 30 Nov. '58 | 54.5 | | 10.4 | | | | | Columbus and Xenia | 1,376,250 | 392,909 | 112,734 | 1,490,000 | 290,700 | 60,500 | 1,965,539 | ope r. | By W. Lit. Miami. | | 170,795 | 8 | | |
| 31 Dec. '58 | 72.0 | | | 72.0 | | | | Dayton and Michigan | 3,746,000 | * | | 1,620,000 | 2,126,000 | | 72.0 | 144,000 | 124,559 | 66,779 | | | | |
| 31 Aug. '58 | 36.6 | | | | 5 | 3 | 87 | Dayton and Western | 930,262 | 104,912 | | 289,692 | 700,000 | 90,482 | 36.6 | | 125,940 | 66,253 | | | | |
| 31 Aug. '58 | 16.0 | | | 47.0 | 3 | 2 | 21 | Dayton, Xenia and Belpre | 860,496 | * | | 437,838 | 422,658 | | 16.0 | 40,064 | 64,000 | 33,000 | | | | |
| 31 Dec. '58 | 45.0 | | | | 6 | 5 | 72 | Eaton and Hamilton | 1,101,744 | 79,022 | 62,630 | 469,762 | 728,853 | 152,094 | 45.0 | 106,304 | 151,966 | 44,615 | | | | |
| -- '59 | 36.0 | | | 84.0 | | | | Fremont and Indiana | | * | | | | | | | | | | | | |

Extract from Messrs. Weston, Dortic & Co's Money Circular for the European Steamer of Nov. 9th.

[TRANSLATED.]

NEW YORK, Tuesday, Nov. 8th, 1859.

The following is a translated extract from Messrs. Weston, Dortic & Co's semi-monthly European Circular, prepared for steamer "Persia."

There continues to be but little animation in the dealings on our Stock Exchange. During the last fortnight prices of Railroad Bonds have generally improved, whilst the market has been quite irregular for other descriptions of securities. A marked decline in quotations for Illinois Central Railroad Shares, and a further advance on Erie Railroad Bonds and Shares, have been the leading features. Yesterday and to-day the market generally has evinced symptoms of weakness, attributable, in a measure, to the unsatisfactory tenor of the political advices from Europe.

There has been no decrease in the supply of money, rates for which remain about the same. The arrangement proposed by the Directors of the Erie Railroad Company has been favorably received, and the agents of the English bondholders have subscribed to it to the extent of about \$800,000. We understand that some of the leading bondholders here have likewise assented to the same, while many others are waiting in order to ascertain the views on the subject of the Continental European bondholders. Money is very abundant—call loans 5a6; prime endorsed paper, 6a7½ per cent. per annum, according to maturity. Exchange on London is weaker, the principal sales having been at 110a110½; on Paris the rates are unchanged, 5.13¼a5.13½.

American Railroad Journal.

Saturday, November 12, 1859.

Covington and Ohio Railroad.

An adjourned meeting of the citizens of Kanawha City and County was held at Kanawha, Va., on the 18th ult., at which a preamble and series of resolutions were adopted, the purport of which is as follows: That the completion of this road to the Ohio River has been an object of anxious solicitude for years past; which, thus far, has been doomed to disappointment; that the true interest of the State will be best promoted by the energetic prosecution of the work on a scale of operations that will secure its speedy completion; that the road occupies the most eligible route for connecting the east with the west; that its completion is essential to the success of other works of internal improvement in which the State is largely interested; that it will be of incalculable value to the central west, by opening up to actual and profitable use, the immense mineral treasures lying along the line of its route, which alone would supply a tonnage sufficient to afford remunerative employment to the road; that it would be economy on the part of the State to make an annual appropriation of not less than \$2,000,000 until it is completed, and fully equipped, to the Ohio River; that it would have a most beneficial influence in binding together the affections and interests of the eastern and western portions of the State; that it would build up in Eastern Virginia a large commercial emporium, by carrying to the waters of the James River and Chesapeake an immense trade that now seeks other lines of transit, while at its western terminus a city could not fail to be built up, at which capital, enterprising citizens and large manufacturing interests would concentrate; and that, regarding this work as an obvious instrumentality in renovating the State, and of re-

storing her to her ancient position in the confederacy: the Senator of the district and delegates of the county should be instructed to press upon the consideration of the legislature the importance of the work, and the great interest of the State which are involved in it, and to use all proper means to secure a liberal appropriation to the road during the approaching session, and thus reassure its friends of the determination of the State speedily to complete it to the Ohio River.

Sunbury and Erie Railroad.

This great work is rapidly approaching completion. Its nominal southern terminus is at Sunbury, a small but growing city on the Susquehanna, about two miles below the junction of the West branch with the main river. In the angle formed by the junction of the two rivers, is situated Northumberland, a town which many years since was thought to be destined to a rapid growth, but which, on the contrary, has been at an entire stand still, if not positively retrograding. At present it is mainly supported by the lumber interest. Opposite Sunbury is the village of Shamokin. Not far above Northumberland is Louisburg, but on the opposite side of the river from the railroad track. This is a thriving place, and most beautifully situated. The road passes up the West Branch to Williamsport, through a section of country most of which is very fertile and beautiful. Williamsport is a thriving business place; large quantities of lumber are manufactured there, and an immense amount of capital and labor is employed in its numerous extensive mills. From Williamsport to Lock Haven is a distance of about 30 miles. Lock Haven contains some three or four thousand inhabitants, and is rapidly increasing. Above Lock Haven are coal mines, somewhat extensively worked—those on the Tangascootac Creek employing a steamboat to tow their canal boats to and from Lock Haven. Considerable beds of ore exist near Farrandsville, about seven miles above Lock Haven. Probably these mines, and many others rich in iron ore, which are known to exist in this region, will be opened and worked after the completion of the railroad. To the mouth of the Sinnemahoning Creek the line follows the course of the West Branch through a valley some of which is good farming land. About 40 miles above Lock Haven, it leaves the West Branch and passes up the Sinnemahoning Creek a distance of about 12 miles. Here the Creek ends, and is divided into two streams, called the Benets and Driftwood branches. The line passes up the latter branch, through a country similar to that on the main stream. Large quantities of excellent pine timber are found here. Coal has also been discovered in considerable quantities, and iron also abounds—so that this region, after the completion of the road, will be a valuable portion of the State. Leaving the Driftwood Branch, the line passes through Ridgeway, the County seat of Elk Co., and through St. Mary's, a considerable town, to Warren City. The road is already completed, and the cars running as far as the Sinnemahoning. From Erie, east, it has been finished to within 22 miles of Warren. When completed, it will open the most direct communication yet established between Philadelphia and the Northwest. The country through which it passes is exceedingly rich in internal wealth. That the road will pay excellently, there seems no doubt. Con-

siderable difficulty was experienced in obtaining the necessary funds to build it, but it will eventually compensate its owners for all their investments and expenditures, though made on the most liberal scale. Pennsylvania will soon rank for internal improvements, as she already does for mineral wealth, as the very first State in the Union.

Parkville and Grand River Railroad.

We have received a pamphlet, purporting to be an address of the Board of directors of this road to the citizens along its contemplated route. From this we learn that steady and uniform progress has been made from the beginning. The books show \$225,000 of stock, mostly private subscriptions of wealthy farmers, made chiefly in Platte county and vicinity. At Smithville and beyond, the subscriptions are conditional, and the books have not been returned.

The grading and masonry of the first five sections is being steadily done. This is the most difficult portion of the line. An assessment of five per cent. on the capital stock has been made. Parkville paid her city assessment in cash at once. The work will be pushed as fast as subscriptions are made and assessment paid up, it being the policy of the company to progress as fast only as circumstances will permit.

Along the divide from Cameron, southwest, the road can be graded for \$1,000 per mile, for 25 or 30 miles. The grading and masonry of the first five miles from Parkville will cost \$6,000 per mile. The balance of the way it will cost between \$3,000 and \$4,000 per mile. To lay the track and have it ready for the cars, will cost \$10,000 per mile, and the Hannibal and St. Joseph Railroad Company have signified their willingness, for the present, to run their rolling stock over the line, on reasonable terms. The company could then finish up with the profits of the roads, and purchase the rolling stock at their leisure. With equipment and fixtures complete, the road would cost about \$16,000 per mile, in cash or its equivalent.

The subscriptions south of Smithville, without including that point, are more than enough to grade and tie the road ready for the iron, the entire length from the Missouri river to the Hannibal and St. Joseph Railroad. The reason the whole line is not under contract, and in process of rapid construction, is the supineness of the northern portion of the line. The location can only be based upon subscription, and the road will be located when the subscriptions are made to build it.

The Platte Co. Railroad is being constructed from the terminus of the Pacific Railroad at Kansas City, via Parkville and St. Joseph, to the Iowa line, in the Northwest. The preliminary survey of that road runs an easterly course from Platte City along the divide, into the prairie; thence southerly to Parkville. From this point in the prairie, the Parkville and Grand River road will leave the Platte Co. road; and if arrangements are made to use the road jointly between Parkville and that point of departure in the prairie, the entire subscription can be applied from the junction northward, which with suitable subscriptions in Clay and Clinton counties will enable the company to complete the road through. By this result Atchison, Iatan, Weston, Fort Leavenworth, Leavenworth City and Platte City will have equal benefit of the road, with Parkville, Kansas City, Quindaro and Wyandotte. All would unite in a

common trunk through to the St. Joseph Railroad.

Parkville is the centre of the richest section of upper Missouri. At this point will be centralized two great natural and artificial arteries of commerce—the Missouri, navigable to the far northwest, more than 4,000 miles, and southward to St. Louis, New Orleans and the Gulf of Mexico; and the Pacific Railroad from St. Louis, and the Platte Co. Railroad, extending to Council Bluffs and to Sioux City, open for traffic at all seasons.

Opposite the terminus of the Parkville road, the Kansas Valley opens a level route to the mountains, and a company is organized, and a route surveyed to Manhattan and Fort Riley.

Another great route from Parkville is projected southwest, down the Neosho, in the direction of Fort Gibson, to Texas, there connecting with the Texas Central Railroad, now being constructed to Galveston and the Gulf of Mexico.

The Parkville and Grand River Railroad touches the Missouri river where it bends to the east, opposite the outlet of the Kansas Valley. It will eventually be extended northward through Gallatin to the Iowa line, connecting with the roads projected through Iowa and Minnesota to Lake Superior. It will connect with St. Louis through the Hannibal and St. Joseph and North Missouri Railroads; with Chicago through the Quincy and Palmyra and the Chicago, Burlington and Quincy Railroads; and through the Great Western and Wabash and Toledo roads, with all the great eastern lines to the Atlantic seaboard. Such is the great system inaugurated by building this central link from the Missouri river to the Hannibal and St. Joseph Railroad, a distance of 47 miles.

New Developments.

Chicago and St. Louis must forever retain their pre-eminence as commercial centres. They are not, however, destined to retain the monopoly, the spirit and determination of their citizens in pressing forward works of improvement, have hitherto given them. Incited by their example and eminent success, other localities have entered the arena, and loom up to a future, which, in the nature of things, was not their own. Quincy, and the city which must eventually spring up on the opposite shore of the Mississippi, are here specially alluded to; and to these, the recent opening of the Palmyra branch of the North Missouri Railroad, and the straight line between Logansport and the Peoria road, has directed the eyes and thoughts of commercial men. Who could ever have attributed to Quincy anything more than the "eclat" of a good steamboat landing? And yet, what do we now see? A few miles (268) of railroad from Chicago has already concentrated within its limits 20,000 inhabitants, and given it a name among the interior marts of trade; and now it has the additional facilities above alluded to. In this connection we may also name the growing cities of Hannibal in Missouri, and Douglass in Illinois, which the no-distant completion of the Pike (Ill.) County Railroad (43 miles) will bring into that consequent activity which has so universally attended the enterprise of our Western trading marts.

Flint and Pere Marquette Railroad.

Eight miles of track on this road, from East Saginaw to Cass river, are already laid, and the grading is all finished up but about a mile.

Sacramento Valley Railroad.

This road is 18 miles long, extending in a northern direction from Sacramento, Cal., to Folsom. It is the only one in the State, and the first on the North Pacific coast. It is well constructed, quite straight and perfectly level—involving scarcely any expense for grading. It is in process of construction northwardly towards Marysville. A considerable amount of freight business is done on the road; and still more in the carriage of passengers for the Upper Mines, at and beyond Grass Valley, Auburn, Nevada, etc. Folsom is quite a populous mining town. Here the railroad will cross the American river, and a long and excellent bridge is already erected; alongside of it is a very handsome and well constructed wire suspension bridge for ordinary travel.

Covington and Richmond Railroad.

The *Piqua Inquirer* says that the project of building a branch road from Covington, Ohio, to Richmond, Ind., to connect with the Indiana Central Railroad, is being actively canvassed through that region. The route lies over a very level country—the grade not exceeding 25 feet to the mile. There are but few streams that will require bridging. About \$150,000 will suffice to put the road in running order. If built, it will prove of incalculable value to both Piqua and Richmond, and be of much more advantage than any other route running through either of these important towns; as it will at once open direct eastern and western connections for the immense trade and travel that this section of country is fairly entitled to.

Iron Railroad Bridges.

We learn from the *Portland Advertiser* that the iron bridge across the Pressumpscot, on the Portland section of the Grand Trunk Railroad, has been completed. It was constructed by the Portland Company, is 300 feet long, and cost \$25,000. This is the fourteenth iron bridge put upon that section of the road, and is said to be one of the handsomest and most substantial bridges on any line of railway in New England, if not in the whole country. It was built under the direction of Mr. SPARROW, Superintendent of the Portland Co., and Mr. CORSER, Superintendent of the road, to whom great credit is accorded for having executed so acceptable a work of such magnitude.

Logansport and Peoria Railroad.

This road, which has just been completed, runs from Logansport, through the counties of White, Cass and Jasper, in Indiana, to Peoria, in Illinois, where it connects with a line to Oquawka and Burlington, which is met at the latter city by another line having its western terminus at Council Bluffs, on the Missouri. About one-third of the Iowa road is finished, and it is expected that the remainder will be completed at no distant day.

Dubuque and Pacific Railroad.

We learn from the *Dubuque Times* that the trains are now running on this road as far as Masonville, 16 miles beyond Nottingham. Beyond that point the track is graded to Independence, and track-laying proceeding at the rate of three-fourths of a mile per day. The travel and freight business has greatly increased during the past month, the earnings for the week ending Oct. 22d having been \$2,148.88, exclusive of materials carried for the road.

Brooklyn Central Railroad.

This road is based on the Old Brooklyn and Jamaica Railroad, now being abandoned by the Long Island Company, which has operated it since its opening in 1843. The share capital of this company is \$500,000; and this is estimated to be sufficient for the commencement of operations. The Brooklyn and Jamaica Railroad will be purchased; and other portions of the line are now in progress. The line to be occupied by this company will run from Wall St. Ferry through Furman street to Atlantic, and through Atlantic street and Atlantic avenue to East New York and Jamaica, with branches through Fifth avenue to Greenwood and Flatbush, and also through Lexington, Bedford and Gates avenue to a junction with the Broadway Railroad. A portion of the road is already in operation through Atlantic street and avenue to Bedford. Already \$300,000 have been subscribed.

Western Railroads.

There is cheering news from the West. The railroads from Chicago, Eastward, were never before so laden with business. The Central and Southern roads of Michigan are doing a business fully up to their capacity; and everything promises a large return to capitalists. The increased rates of fare appears to be no drawback. And thus ends the depression under which we have labored for the two years past.

Michigan Southern Railroad.

The *Detroit Tribune* says that the freight business is largely increasing. All the cars of the company are in use, and some have been borrowed from the Wabash road. An additional propeller has been put on the Dunkirk line, one being now daily loaded at the dock. The elevators at Toledo work night and day to keep the grain from accumulating. No less than forty-eight loaded freight trains passed over the road last week.

Grand Trunk Railroad.

We learn that this road has been completed to Detroit, and connected with the Michigan Central Railroad. Passengers and freight can now go through from Portland to Chicago, Cincinnati, St. Louis and Cairo, with a single change of cars. In this connection, we learn that WALTER SHANLY, Esq., an eminent and influential railway manager, has recently returned to the office of General Manager of the entire line.

Western Missouri Railroads.

We learn that there are over 400 men employed on the various railroads now under process of construction centering at St. Joseph. The work of laying the track on the Atchison road is being pushed ahead very rapidly. About four miles are already laid, and the prospect of its being completed this winter is very favorable. The work on the Platte Country and Maryville roads is also progressing finely.

St. Mary's River and Mackinac Railroad.

The contract for the construction of this road was let to Wm. S. SPAULDING, Esq., of Sault Ste. Marie, on the 2d of Oct. This is a State work, is 53 miles in length, and was let for \$40,000. Mr. Spaulding is represented to be one of the most upright and enterprising business men in the upper Peninsula. We have no doubt he will execute his contract faithfully.

Mississippi and Tennessee Railroad.

The fiscal year of this corporation closed with September. We have the report of the company, giving in detail the operations of the completed portion, together with the progress made upon that part under construction. At the date of the previous report, October 1, 1858, 59 miles of the road were in operation, and contracts for the graduation of 12 additional miles had been given out. These 12 miles are now completed, making 71 miles of operative road, and bringing the track to a point about two miles south of the Yokona, where it is proposed for a time to receive and deliver passengers and freights. This point is accessible to the planting community of the Yokona valley, and country around and south of Oakland. In January last, a favorable contract was closed for the construction of the remaining portion of the road to Grenada, a distance of about 28 miles—the entire work to be completed by the 1st of March, 1861. Of this distance, $7\frac{1}{4}$ miles, to Oakland, will be opened for traffic by the 1st of January next.

The receipts from operations of the road for the past year, has been as follows:

| | |
|-----------------------|--------------|
| From passengers | \$65,894 24 |
| " freights | 106,643 55 |
| " mails | 4,425 00 |
| | <hr/> |
| | \$176,462 79 |

And the expenses were:

| | |
|--|-------------|
| For cond'ing transportation, \$24,804 37 | |
| " maintenance of way... 18,002 35 | |
| " motive power | 12,700 97 |
| " maintenance of cars... 4,521 80 | |
| | <hr/> |
| | \$60,029 49 |

—Being $9\frac{1}{2}$ per cent. on the actual cost of the road and its outfit; or $14\frac{1}{2}$ per cent. on the capital stock paid in.

Compared with the previous year, with the same length of road in operation, the earnings show an increase of..... \$15,461 30
And the operating expenses a decrease of..... 1,133 67

Making an increase in net earnings of \$16,594 97

The operating expenses being entitled to a credit of \$1,800 for trucks made in machine shop for new cars, will leave only \$58,229.49 chargeable to this account, which is but $33\frac{1}{3}$ per cent. of the gross receipts:

| | |
|---|-------------|
| If to the pure operative expenses of... | \$58,229 49 |
| Be added salaries of officers, office rent, stationery, etc. | 7,300 00 |
| Interest on funded and floating debt, exchange, etc. | 48,852 98 |

The aggregate expenses will be... \$109,382 47
Which deducted from gross receipts... 176,462 79

Leaves..... \$67,080 32
—which have been paid on construction account during the year—equal to a dividend of $8\frac{1}{2}$ per cent. on the capital stock.

By advancing to the contractors \$100,000 in anticipation of work to be done by them, the Directors have obtained from them terms of payment deemed highly favorable to the company, and which can be readily met out of the surplus earnings of the road. No money is to be paid until the completion of the road, and then only 10 per cent., less the amount advanced, and thereafter 20 per cent. per annum, until the extinguishment of the debt—the company paying 8 per cent. in-

terest on the indebtedness. Thus everything is provided for, except the iron and bridging for 20 miles; and the additional equipment required on its completion, and consequent connection with the railroads to New Orleans. For the bridging and equipment, the company rely upon the surplus earnings of the road. But to purchase the iron, they rely upon the sale of their income bonds. For this purpose, the Board recommend the issuance of \$300,000 of income bonds, bearing 10 per cent. interest, and to mature in 10 years from their date; and that a sinking fund of \$30,000 a year be set aside out of the net earnings of the road for the redemption of these bonds, before or at maturity. The sinking fund to commence the first year after the completion of the road. This rate of interest is deemed preferable to a lower rate, provided the bonds can be disposed of at par.

The net cost of construction and equipment of the 59 miles, including discount on bonds sold, amounts to \$1,209,539 12.

Of the \$600,000 of first mortgage bonds, \$200,000 have been deposited with the State of Mississippi, as collateral security for the School Fund Loan—leaving only \$400,000 on the market. Of these, \$250,000 have been disposed of, leaving \$150,000 yet unsold. These bonds are deposited with certain South Carolina banks, as collateral security for the loan of \$100,000, advanced to the contractors, and which the company expect to pay by the sale of the bonds. The further issue of \$300,000 of income bonds, will make the entire amount of first mortgage and income bonds issued \$900,000. This, the directors think, is not disproportionate, upon a railroad 100 miles in length, and costing, when completed, two millions of dollars.

Since the last annual report, estimates to the amount of \$199,903 10, mainly for work done south of Panola, have been returned. Of this amount, \$27,118 20 is for the purchase of iron on four and six months' credit. Two freight engines have also been purchased at a cost of \$18,600, to be paid for in six, nine and twelve months. Two new passenger cars, one baggage car, and eleven box cars have also been purchased on credit. These credit purchases, added to the \$100,000, have increased the floating indebtedness of the company from \$170,622 99, (the amount at date of the previous report) to \$319,518 06. To meet which, the company rely upon the \$150,000 of first mortgage bonds unsold, \$118,782 98 of bills receivable and the earnings of the road the coming season. Having in the future no more money to pay for construction, excepting the per centage before mentioned, the earnings of the road and other resources will be appropriated mainly to the liquidation of the floating debt, the purchase of iron and equipment, and bridging, and paying interest on the funded and floating indebtedness of the company.

According to the engineer's report, the general construction account stands chargeable with the sum of \$1,498,936 09. At the date of the previous report it was \$1,223,732 59—showing an increase during the year of \$270,203 50; to which should be added for discount on sale of first mortgage bonds, \$26,072 61—making an aggregate increase of \$296,276 11.

The equipment of the road consists of 7 engines, 5 passenger, 4 baggage and express, and 104

freight, gravel and hand cars.

CONDENSED BALANCE-SHEET.

| | |
|------------------------------------|--------------|
| Capital stock, paid in..... | \$798,285 40 |
| Bills payable..... | 276,060 46 |
| Tennessee bonds due 1858..... | 98,000 00 |
| First mortgage bonds due 1876..... | 250,000 00 |
| Mississippi State loan..... | 206,909 07 |
| Earnings of road | 173,272 50 |
| Profit and loss | 115,800 17 |
| Ledger balance..... | 57,576 87 |

| | |
|--------------------------------------|----------------|
| | <hr/> |
| Construction, including iron..... | \$1,974,444 47 |
| Equipment..... | 159,018 11 |
| Maint'ning and operat'g road, 1858-9 | 59,484 34 |
| Bills receivable..... | 118,782 98 |
| General and contingent expenses... | 62,451 28 |
| Interest and discount..... | 292,566 70 |
| Depot grounds..... | 11,961 30 |
| Loss and damage | 367 49 |
| Ledger balances | 13,154 59 |
| Cash | 1,762 72 |
| | <hr/> |
| | \$1,974,444 47 |

The officers are:

F. M. WHITE, *President*.
C. F. VANCE, *Treasurer*.
N. MERIWETHER, *Chief Engineer*.
M. W. NEWELL, *Superintendent*.

The Glendale Extension.

At a recent meeting of the Directors of the Cincinnati, Lebanon and Xenia Railroad Company, it was agreed to unite with the Cincinnati, Wilmington and Zanesville Railroad, and proposed to sell that portion of their line which is available to the latter company, at a price to be governed by the report of the engineer as to the amount of work already done upon it. The distance is about seven miles. Subscriptions to the amount of \$30,000 were pledged by persons residing upon the line of the road. The work will probably be commenced as soon as the report of the engineer is made.

Grand Trunk Railroad.

The following letter has been issued by the Directors of the Grand Trunk Railway Company to the Shareholders:

21 Old Broad Street,
LONDON, E. C., Sept. 30, 1859.

SIR:—I am desired by the London Directors of the Grand Trunk Railway Company of Canada to forward you herewith the accounts for the half-year, ending respectively the 31st of December, 1858, and the 30th of June, 1859. The balance to the credit of revenue for the former period, has been £20,678 12s. 9d., and for the latter £20,867 14s. 11d. The Directors can assure the proprietors that these comparatively unsatisfactory results are attributable both to an amount of commercial depression throughout Canada and the Western States of America, following upon the panic in 1857 unparalleled in their history, and to the non-completion of the Victoria Bridge, together with those links by which alone the Grand Trunk Railway will become a continuous line from Detroit (where the lines of railroad from the West and South-west converge) to Quebec, Portland, and Boston. It should also be stated that a considerable increase of traffic may be worked by the staff, and arrangements of the company, as at present constituted; therefore a very large proportion of any improvement in the existing receipts will consist of net revenue. The foundation of the last pier of the Victoria Bridge was successfully accomplished on the 13th of August last. The pier is now nearly completed, and there is every reason to believe that the bridge will be open for traffic in November next. The extension from Stratford to Sarnia, 75 miles long, and the railway from Detroit to Port Huron, opposite Sarnia, 55 miles in length, (promoted in the interests of the Grand Trunk, and to be worked by it,) will, it is expect-

ed, be finished in October, thus completing the connection above referred to. In conclusion, I am to convey the great satisfaction of the Directors, in announcing that a traffic arrangement has been concluded between the Great Western Railway Company of Canada and this company. By means of it, the grounds for competition will be avoided, and the traffic of the two companies will be worked and developed in the manner most likely to prove beneficial to both. I am, &c.

C. P. RONEY, Secretary.

The "Great Republic."

It is often quite as desirable to know where we eat as to know what we eat. It matters less to a hungry man oftentimes, what his food is composed of, so that it be wholesome, than that it is furnished to him in a nice place with cleanly surroundings. There is nothing which adds so much to the relish of food as the having it neatly served up by prompt and obliging waiters. In these times it is also an item to have it at a reasonable price. Those who wish all these things combined, we advise to look in at Nash's "GREAT REPUBLIC DINING ROOMS," 77 Nassau street.

Maysville and Lexington Railroad.

We learn from the Maysville Express that the subject of constructing this road is being revived along the line. Its necessity is conceded by all, but the means for its accomplishment are very far short of the requisite amount. The importance of a railroad between these two points should induce capitalists to come forward with greater promptness than they have heretofore manifested in more doubtful public enterprises. The Express says:

Cincinnati, the owners of the Covington and Lexington, the Lexington and Danville, and the Maysville and Lexington Railroads, the railroad companies of the South and East, and the entire South and the entire East, are all deeply interested in the completion of this great railway system. Maysville, with her large interest and deep stake in it, ought to be foremost in urging it forward—ought to co-operate actively with all these interested parties, in its advancement. But organization and system are necessary to give force and effect to our efforts. The isolated struggles of individuals, in behalf of this great work, will avail but little. The community, in its aggregate capacity, must give to the enterprise the momentum and influence of its united voice through some sort of organization.

Detroit and Port Huron Railway.

We learn that an arrangement has been made with the Chicago and Burlington Railway by which the Grand Trunk road, between Detroit and Port Huron, is to be temporarily stocked from the shops of the former company. Six locomotives are to be furnished, together with six passenger, eighty box, two baggage, and ten rack cars. The arrangement is to continue six months.

Edgefield and Kentucky Railroad.

We learn from the Clarksville Jeffersonian that the track-layers on this road have reached the Red river bridge, which is about six miles from the junction with the Clarksville branch of the Louisville and Nashville Railroad.

Maysville and Lexington Railroad.

We are pleased to announce that the authorities of the City of Maysville, Ky., have, in obedience to the mandamus of the Court of Appeals of that State, in the case of the municipal subscription to the Maysville and Lexington Railroad Company, assessed a tax to pay the interest on the bonds. This puts at rest the fears that were entertained that there was not power in our Courts to enforce

their decrees, and further shows that it is only in certain quarters that citizens can be found who are not ready to comply promptly with the law.—*Phila. Press.*

FAIRBANKS'



STANDARD SCALES,

Adapted to every branch of business where a correct and durable Scale is required.

SCALES FOR RAILROADS,

SCALES FOR COAL DEALERS & MINERS,

SCALES FOR HAY AND CATTLE DEALERS,

WAREHOUSE AND TRANSPORTATION SCALES,

PORTABLE AND DORMANT SCALES FOR STORES,

Scales for Grain and Flour Dealers,

Counter Scales, every variety,

BANKERS' AND JEWELLERS' BALANCES,

SCALES FOR FAMILY AND FARM USE,

WEIGH-MASTERS' BEAMS,

POST OFFICE SCALES, ETC., ETC.,

All of which are WARRANTED in every particular.

Call and examine, or send for an illustrated circular.

FAIRBANKS & CO.,

189 Broadway, New York.

Railroad Iron.

THE undersigned have American and Foreign Railroad Iron for sale, deliverable in New York and other war

CASWELL & PERKINS,
Brokers, 69 Wall st.

New York, July 9, 1859.

RAILROAD IRON.

500 TONS American Rails, Erie pattern, 55 lbs. per yard, for sale at Chicago, also about

250 Tons English Rails same size and weight.

M. K. JESUP & COMPANY,

New York June, 1859. 44 Exchange Place.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States, RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,

9 South William st.

New York, Aug. 1, 1858.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of RAILROAD IRON at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

Boston, June, 1851. 29 Central Wharf.

ROUND OAK IRON WORKS, STAFFORDSHIRE.

LORD WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES,

SHEETS, HOOPS AND BARS of every variety.

Address RICHARD SMITH, Esq., Dudley.

UNITED STATES OFFICES.

NEW YORK, No. 17 Nassau St.

BALTIMORE, over Farmers' & Mer. Bank.

NORRIS & BROTHER, Agents.

GREAT REPUBLIC DINING ROOMS,

77 NASSAU ST.,

Between FULTON and JOHN,

NEW YORK.

CHARLES W. NASH, Proprietor.

CAR WHEELS.

1,000 STANLEY'S BEST CAR WHEELS, size to suit, for sale at a bargain for cash or approved paper. GEO. T. M. DAVIS, New York, Nov. 2, 1859. 44 45 47 Exchange Place.

3 LOCOMOTIVES.

6 FOOT gauge, weight 27 tons. 16x20 cylinder. 138 flues, 11 ft. 2 in x 2 in diameter. Boiler, 44 in. outside connections; for sale at a bargain on 12, 18 and 24 months credit for approved paper adding interest. GEO. T. M. DAVIS, New York, Nov. 2, 1859. 44 45 47 Exchange Place.

SUBMARINE BLASTING.

PATENT Electric Submarine Safety Fuse Train for military and civil purposes. Also, A substitute for the Galvanic Battery for sale by

E. GOMEZ,

165 Broadway, N. Y.

TO CONTRACTORS

HAVING CAPITAL.

THE MARYLAND AND DELAWARE R. R. CO., will receive sealed proposals until the first of December for the work and materials of fifty-three miles of road; extending from its junction with the Delaware R. R. at Smyrna, Del., to Oxford, Md., forming the shortest connection between Philadelphia and Chesapeake Bay, at a point always unobstructed by ice, near the mouth of Great Choptank River.

The resources of the Company (which is free of debt) consist of individual stock, State appropriations, and work already done; but they propose to make payment for the work now offered, principally in first mortgage bonds, which they are prepared to show will be a safe, interest paying and profitable investment.

Twenty miles of the road are already graded, the entire line located and secured, and the nature of the work very favorable for contractors.

A circular containing a map and profiles, with descriptions of the character, position, and resources of the road, will be issued about the 25th inst. and sent by mail on application to J. C. W. Powell, Sec. Md. and Del. R. & Co., Eason, Md.; to whom proposals will also be addressed.

TENCH TILGHMAN,

President.

5443

Notice to Contractors.

OFFICE OF THE LITTLE ROCK AND FORT SMITH BRANCH OF THE CAIRO AND FULTON R. R. CO.

Van Buren, Ark., Sept. 10, 1859.

SEALED PROPOSALS for the Graduation of the First Division of twenty miles eastward from Van Buren, will be received at this office, until THURSDAY NOON, DECEMBER 1st, 1859. The work is divided into twenty sections of about one mile each, and proposals for either a part, or the whole of this Division may be made; but no bids for less than one section will be considered. Blank forms of Proposals will be furnished on application at this office, by mail or otherwise. Estimates of work done will be made on the first day of every alternate month, and payments made on the first day of the month following; and fifteen per cent of all estimates will be retained until the completion of the contract. Contractors desiring other terms of payment may bid accordingly, as the above terms are not positive yet settled.

The Company having a large amount of the finest lands in Western Arkansas, will give preference to those requiring the least proportion of money, and the largest proportion of stock and lands. The Company reserves the right to reject any and all bids at its option.

Plans, profiles and specifications may be seen, and all desired information obtained, on application at the Engineer's Office in Van Buren.

2m40

JESSE TURNER, President.

Notice to Contractors.

OFFICE OF THE LITTLE ROCK AND FORT SMITH BRANCH OF THE CAIRO AND FULTON R. R. CO.

Van Buren, Ark., Sept. 10, 1859.

SEALED PROPOSALS for the Mazonry of the First Division of twenty miles eastward from Van Buren, will be received at this office until THURSDAY NOON, DECEMBER 1st, 1859. No bids for less than the amount of masonry upon any one section will be considered. Blank forms of Proposals will be furnished on application at this office, by mail or otherwise.

Contractors will state terms of payments, and proportions of money, stock and lands, and amount to be retained by the Company to secure the completion of the contract. The Company reserves the right to reject any and all bids at its option.

Plans and specifications may be seen, and all desired information obtained on application at the Engineer's Office in Van Buren.

2m40

JESSE TURNER, President.

THE FARNLEY IRON CO.,

Near LEEDS, Yorkshire,
MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,
OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely
the same as that of LOW MOOR and BOWLING,
being from the same bed of mineral.

For sale, at manufacturer's prices, by

M. K. JESUP & COMPY,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.

RAILROAD IRON.

THE undersigned, having been appointed Agents for
Messrs. BOLCKOW & VAUGHAN, proprietors of the
ESTON, MIDDLESBRO', and WITTON PARK
IRON WORKS, YORKSHIRE, ENG.,
are prepared to contract for the sale of RAILROAD
IRON of a superior quality and on the most advantageous
terms.

MEAD & BELL,
17 William st., N. Y.

LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND
WESTERN RAILROAD, this Company are enabled to obtain
the MAGNETIC ORES from the most celebrated mines in
New Jersey, which used in combination with their native ores,
produce a quality of iron not surpassed.

These Works have been greatly enlarged the past year, and
are, therefore, prepared to execute orders promptly for RAIL-
ROAD IRON of any pattern and weight, Car Axles,
Spikes, and Merchant Iron. They have on hand, pat-
terns for T Rails, of the following weights per lineal yard,
viz—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at
the office of the Company, 46 Exchange Place, N. Y.

RAILROAD IRON. THE RENSSELAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may
be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

CAST STEEL, Of First Quality and Warranted. BAR, TOOL, DRILL, AND DIE STEEL. LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL. CAR SPRING STEEL, Far superior to the ordinary kind. FROG PLATES, POINTS.

Saw, File, Cutlery, Rake, Hoe, Axe and Plough
Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.
SALTUS & CO.,
45 Cliff st., New York.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20
feet as required.

Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket Connections.
T's, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1831.

WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER, JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER.

RAILROAD IRON.

THE subscribers are prepared to contract for RAILS
delivered at an English port or at a port in the United
States. Also for all descriptions of

RAILROAD EQUIPMENTS

upon favorable terms.

JOHN W. HULL & CO.,
No. 41 Exchange Place, NEW YORK.

RAILROAD IRON.

THE subscriber is prepared to enter into CONTRACTS
FOR RAILS delivered at an English port or at a port
in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand
in NEW YORK and NEW ORLEANS.

MORRIS & JONES & CO., IRON MERCHANTS, MARKET AND SIXTEENTH STREETS, PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS AND SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills,
Furnaces and Forges in this State, orders for any de-
scription of IRON can be executed.
August 16, 1854.

RAILROAD IRON.

The Crescent Manufacturing Company
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for
Rails of any required pattern and weight, and to re-roll
old rails, on the most liberal terms.

N. WILKINSON, Secy,
WHEELING, VA.

RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commis-
sion, delivered at an English port, or at a port in the
United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.

WOOD, MORRELL & CO.,
HAVING leased the extensive Works of the CAMBRIA
IRON COMPANY, situated at JOHNSCROWS, Cambria
Co., Penna., and purchased all their real estate, are now pre-
pared to execute, at short notice, orders for RAILS of any
required pattern or weight, on the most liberal terms.

PHILADELPHIA: NORTH PENNA. R. R. BUILDING,
OFFICE, No. 407 Walnut st.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE and WALES, are prepared to contract for
delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

OIL! OIL!

PEASE'S IMPROVED ENGINE and SIGNAL OIL,

FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of
Thousands of Gallons, prove this Oil to be superior
for Burning, and TWENTY-FIVE per cent. more
durable than Sperm Oil, for Lubricating, and the only Oil
that is in all cases reliable, that will keep bearings cool,
and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.
The Scientific American and Manufacturer's Journal, after
testing this Oil, pronounce it superior to any other for La-
bricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.
Reliable orders filled for any part of the United States or
Europe.

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY
J. C. HULL & SONS,

(Formerly W. HULL & SON,)
Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,
NEW YORK,

For Railroads, Machine Shops, Steamships, Mills, etc.

THIS OIL having been before the public for a long
time, and having been extensively used in differ-
ent parts of the country, and on each occasion meeting with
unqualified approval, renders the manufacturers con-
fident when making the following claims:—

- 1st. Its first cost is much less than that of any Oil
in use, of known merit or acknowledged worth.
- 2nd. It will not in any way gum or clog up any
journal or bearing; all the gum in the Oil being en-
tirely decomposed.
- 3rd. It will keep all journals and bearings cool, clean
and bright as now, thus not only saving wear and
tear, but saving also no inconsiderable amount of mo-
tive power.
- 4th. It is fully as durable as any Oil in the market, and
consumers are invited to make their experiments on such
journals as are inclined to heat up.
- 5th. It is sweet and clean, and entirely free from
all odor or unpleasant smell.
- 6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of Railroad
and Steamboat officers, also, prominent Manufac-
turers and Machine Builders, can be seen by applica-
tion as above.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPY,
44 Exchange Place.

New York, 1st June, 1858.

THE GUTTA PERCHA MANUFACTURING COMPANY.

165 BROADWAY, NEW YORK,
(Factory 25th street 16th Avenue.)

MANUFACTURERS
OF EVERY DESCRIPTION OF
Gutta Percha Goods,
Army, Navy, Engineers and Emigrant Equipments,
CLOTHING,
HOSE, PACKING, BELTING,
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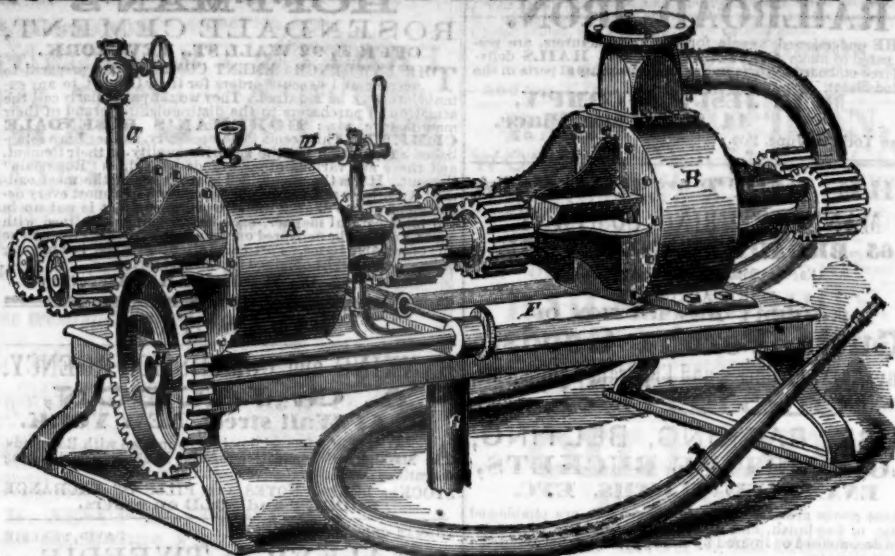
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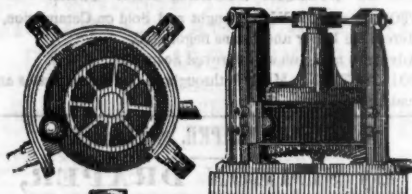
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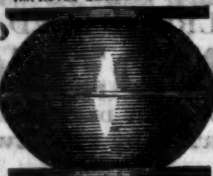
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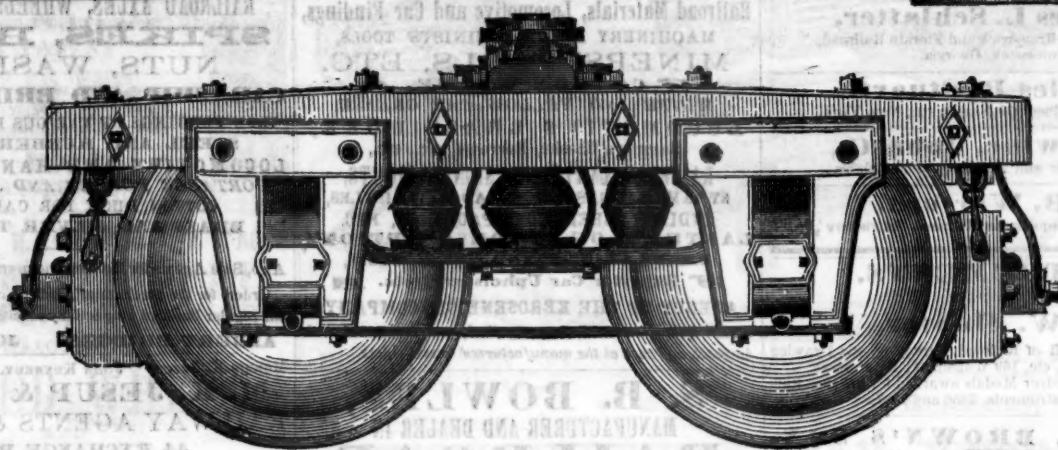
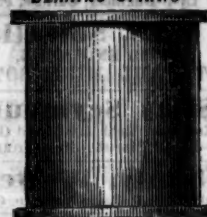
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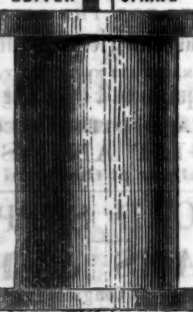
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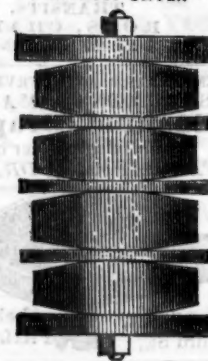


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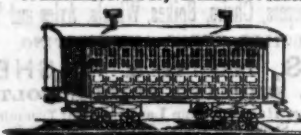
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